Peter Kline
Box 39 File 1

R E S T R I C T E D

Twelfth edition

June 1946

Army AIRCRAFT *model designation*

Sanger

★ DESCRIPTIONS
★ QUANTITIES
★ THREE-VIEWS

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R E S T R I C T E D

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Foreword

Aircraft models contained herein are those of the period between World War II to date, therefore it is recommended that PE-1000 be retained for reference purposes in dealing with models prior to this period. The long range objective of this publication is to present the entire AAF development program dating back to the original Wright Brothers model. It is estimated that this project will be completed by the summer of 1947.

Underlined numbers in the "Quantity" column represent contractual data as follows: SINGLE UNDERLINE indicates closed contract and completed production. DOUBLE UNDERLINE indicates open contract and ultimate production and acceptance by the AAF. NO UNDERLINE indicates original contract quantities.

One further device is used to illustrate status of aircraft models. A HEAVY LINE to the left of the Aircraft Model & Mfgr. column indicates that the aircraft actually was completed and test flown, or is currently in process. A SOLID BLOCK to the left of this column indicates aircraft projected for the INTERIM or POST WAR AIR FORCE.

As this publication goes to press, revision of the present model designation system is under consideration. It is not anticipated that this change, will affect many designations appearing herein.

ADDRESS ALL REQUESTS FOR ADDITIONAL COPIES TO COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT FIELD, DAYTON OHIO. ATTN: TSEST- 9, FLIGHT DATA BRANCH

THIS CHART SUPERSEDES PE-1000, ELEVENTH EDITION PUBLISHED JANUARY. 1945. PE-1000 MAY BE RETAINED FOR REFERENCES TO AIRCRAFT IN PRODUCTION PRIOR TO 1939. IF NOT OFFICIALLY REQUIRED. IT SHOULD BE DESTROYED IN THE MANNER PRESCRIBED IN PARAGRAPH 32. AR 380-5.

MODEL DESIGNATIONS OF ARMY AIRCRAFT

REVISION OF THE PRESENT MODEL DESIGNATION SYSTEM IS UNDER CONSIDERATION. HOWEVER, THIS CHANGE WILL NOT AFFECT MANY DESIGNATIONS APPEARING HEREIN.

THE FOLLOWING CODE SYMBOLS FORM A PART OF THE MODEL DESIGNATION AND IDENTIFICATION OF ARMY AIRCRAFT, WITH RESPECT TO THE MANUFACTURERS' INDIVIDUAL FACTORY

Code Symbols	Manufacturer	Address
AE	Aeronca Aircraft Corporation	Middletown, Ohio
AG	Air Glider, Incorporated	Akron, Ohio
BB	Babcock Aircraft Corporation	Deland, Florida
BH	Beech Aircraft Corporation	Wichita, Kansas
BE	Bell Aircraft Corporation	Buffalo, New York
BA	Bell Aircraft Corporation	Atlanta, Georgia
BL	Bellanca Aircraft Corporation	New Castle, Delaware
BO	Boeing Aircraft Company	Seattle, Washington
BN	Boeing Aircraft Company	Renton, Washington
BW	Boeing Aircraft Company	Wichita, Kansas
BS	Bowlus Sailplane, Incorporated	San Francisco, California
BR	Briegleb Sailplane Corporation	Beverly Hills, California
BU	Budd Manufacturing Co., Edward G.	Philadelphia, Pennsylvania
CE	Cessna Aircraft Company	Wichita, Kansas
CH	Christopher Aircraft Company	St. Louis, Missouri
CM	Commonwealth Aircraft, Inc.	Kansas City, Missouri
CO	Consolidated-Vultee Aircraft Corp.	San Diego, California
CP	Consolidated-Vultee Aircraft Corp.	Fort Worth, Texas
CR	Cornelius Aircraft Corporation	Dayton, Ohio
CL	Culver Aircraft Corporation	Wichita, Kansas
CU	Curtiss-Wright Corporation	Buffalo, New York
CK	Curtiss-Wright Corporation	Louisville, Kentucky
CS	Curtiss-Wright Corporation	St. Louis, Missouri
DH	DeHavilland Aircraft of Canada	Toronto, Canada
DO	Douglas Aircraft Company, Inc.	Santa Monica, California
DC	Douglas Aircraft Company, Inc.	Chicago, Illinois
DE	Douglas Aircraft Company, Inc.	El Segundo, California
DL	Douglas Aircraft Company, Inc.	Long Beach, California
DK	Douglas Aircraft Company, Inc.	Oklahoma City, Oklahoma
DT	Douglas Aircraft Company, Inc.	Tulsa, Oklahoma
FA	Fairchild Aircraft Division	Hagerstown, Maryland
FB	Fairchild Aircraft Division	Burlington, North Carolina
FE	Fleet Aviation, Ltd.	Fort Erie, Canada
FL	Fleetwings, Inc.	Bristol, Pennsylvania
FT	Fletcher Aviation Corporation	Pasadena, California
FO	Ford Motor Company	Willow Run, Michigan
FR	Frankfort Sailplane Company	Joliet, Illinois
GA	G & A Aircraft Company, Inc.	Willow Grove, Pennsylvania
GE	General Aircraft Corporation	Astoria, L. I., N. Y.
GM	General Motors Corporation	Detroit, Michigan
GC	General Motors Corporation	Cleveland, Ohio
GN	Gibson Refrigerator Company	Greenville, Michigan
GF	Globe Aircraft Corporation	Fort Worth, Texas
GR	Grumman Aircraft Corporation	Bethpage, L. I., N. Y.
HI	Higgins Aircraft, Incorporated	New Orleans, Louisiana
HO	Howard Aircraft Corporation	Chicago, Illinois

Code Symbols	Manufacturer	Address
HU	Hughes Aircraft Company	Culver City, California
IN	Interstate Aircraft & Eng. Corp.	El Segundo, California
KE	Kellett Autogiro Corporation	Philadelphia, Pennsylvania
LK	Laister-Kauffman Aircraft Company	St. Louis, Missouri
LO	Lockheed Aircraft Corporation	Burbank, California
MA	Martin Company, The Glenn L.	Baltimore, Maryland
MO	Martin Company, The Glenn L.	Omaha, Nebraska
MC	McDonnell Aircraft Corporation	St. Louis, Missouri
MM	McDonnell Aircraft Corporation	Memphis, Tennessee
NK	Nash-Kelvinator Corporation	Detroit, Michigan
ND	Noorduyn Aviation Company, Ltd.	Montreal, Canada
NA	North American Aviation, Inc.	Inglewood, California
NT	North American Aviation, Inc.	Dallas, Texas
NC	North American Aviation, Inc.	Kansas City, Kansas
NO	Northrop Aircraft, Incorporated	Hawthorne, California
NW	Northwestern Aeronautical Corp.	St. Paul, Minnesota
PI	Piper Aircraft Corporation	Lockhaven, Pennsylvania
PL	Platt-LePage Aircraft Company	Eddystone, Pennsylvania
PR	Pratt, Read & Co., Inc. (Guuid Div.)	Deep River, Connecticut
RD	Read-York, Incorporated	Kenosha, Wisconsin
RE	Republic Aviation Corporation	Farmingdale, L. I., N. Y.
RA	Republic Aviation Corporation	Evansville, Indiana
RI	Ridgefield Manufacturing Company	Ridgefield, New Jersey
RO	Robertson Aircraft Corporation	St. Louis, Missouri
RY	Ryan Aeronautical Company	San Diego, California
SL	St. Louis Aircraft Corporation	St. Louis, Missouri
SW	Schweizer Aircraft Corporation	Elmira, New York
SI	Sikorsky Aircraft Division	Stratford, Connecticut
SP	Spartan Aircraft Corporation	Tulsa, Oklahoma
TA	Taylorcraft Aviation Corporation	Alliance, Ohio
TI	Timm Aircraft Corporation	Van Nuys, California
UN	Universal Molded Products	Bristol, Virginia
VE	Vega Aircraft Corporation	Burbank, California
VI	Vickers Canadian, Ltd.,	Montreal, Quebec; Canada
VU	Vultee Aircraft, Incorporated (Consolidated-Vultee Aircraft Corp.)	Downey, California
VN	Vultee Aircraft, Incorporated (Consolidated-Vultee Aircraft Corp.)	Nashville, Tennessee
VW	Vultee Aircraft, Incorporated (Consolidated-Vultee Aircraft Corp.)	Wayne, Michigan
WO	Waco Aircraft Company	Troy, Ohio
WA	Ward Furniture Company	Fort Smith, Arkansas
WI	Wichita Engineering Company	Wichita Falls, Texas

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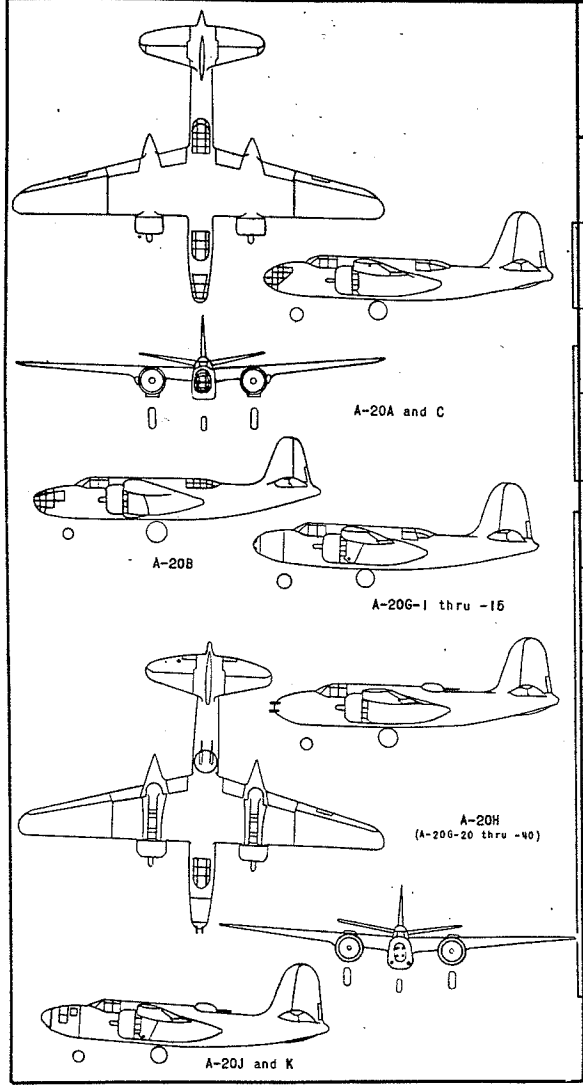
THREE VIEWS



MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
A-20-DE	AC-12967	63 0	C-103-A-2	Development of Douglas DB-7 originally designed for French Air Force with R-1830 engines. Army model similar to DB-7B with R-2600-11,(59) converted to P-70 with R-2600-11, no turbos. (1) converted to XP-70 with R-2600-7 and turbo. (3) converted to F-3 with R-2600-11. T.O. 01-40AA-1.	1
A-20A-DE	AC-12967 AC-15093	123 20	APP. IV-B C-103-A-2	Like original A-20 with R-2600-11 engines and no turbos. (17) redesignated A-20E. (1) A-20A: test bed for upper and lower turrets on A-26. T.O. 01-40AB-1 1st ACCEPT. 12/40	2
XA-20B A-20B-DL	AC-15948	999	C-103-A-3B	A-20B was A-20A with .50 cal. replacing .30 cal. guns and powered with R-2600-11 engines. (665) A-20B allocated to Russia. XA-20B: an A-20A with remote control guns in tail and engine nacelles. Project cancelled. T.O. 01-40AC-1 1st ACCEPT. 12/41	3
A-20C-DO -1,-5,-10 "BOSTON"	DA-1 DA-2 DA-934 AC-26294	375 140 439 1100 0	DA-C-103-A-5C	Like A-20A with R-2600-23 engines, provisions for tow-target and torpedo. Built for British. A-20C: Frangible target plane. T.O. 01-40AD-1 1st ACCEPT. 12/41	4
A-20D,E XA-20F DOUGLAS	AC-12967 AC-15093 AC-12967	1 0 17 1	C-103-A-1 DS-531 -	A-20D: like A-20 without self-sealing tank. (Project cancelled). A-20E: like A-20A with self-sealing tanks, R-2600-3 or -11 engines. XA-20F: was A-20A used as remote turret and nose cannon test for A-26.	5
A-20G-DO -1 thru -15	AC-26294	750	C-103-A-10A	Like A-20C except gun nose. A-20G-1 (250) had 4-20mm cannon and 2-.50 cal. guns (allocated to Russia) A-20G-5 thru -15 had 6-.50 cal. guns. U.S. equipment and standards. First airplane designed for minimum altitude bombing. T.O. 01-40AG-1 1st ACCEPT. 2/43	6
A-20G-DO -20 thru -45	AC-26294 AC-32732	350 2200 1750	C-103-A-11	Like A-20G-15 with Martin upper turret. Fuel system revised and increased in capacity. A-20G-40 deleted torpedo provisions.	7
A-20H-DO -1 thru -15	AC-40035	2000 412	C-103-A-12A	Like late A-20G with change to R-2600-29 engines and minor changes. Known as the BOSTON V. T.O. 01-40AP-1 1st ACCEPT. 2/44	8
A-20J-DO -1 thru -20	AC-32732	450	APP. II C-103-A-11	Same as A-20G except plexiglas bombardier-observer nose with 2-.50 cal. guns in lieu of 6-.50 cal nose guns. Powered with R-2600-23 engine. Crew of 4. T.O. 01-40-1 1st ACCEPT. 10/43	9
A-20K-DO -1 thru -15	AC-40035	413	C-103-A-12A	Same as A-20H except plexiglas bombardier-observer nose with 2 -.50 cal. guns in lieu of 6-.50 cal. nose guns. Powered with R-2600-29 engines. Crew of 4. T.O. 01-40AP-1 1st ACCEPT. 3/44	10

A-20

"HAVOC"

WING:

Aluminum alloy structure. Single "Wagner" type spar is designed to carry all bending loads. Wing is flush riveted and made in six parts, left & right inboard panels and two removable tips.

FUSELAGE:

Semi-monocoque structure fabricated primarily of aluminum alloy with highly stressed cowl in the design strengthened by extruded sections and aluminum alloy webs.

EMPENNAGE:

Horizontal tail surface two piece all metal structure. Dihedral angle is 10°. Vertical fin all metal. Movable surfaces are fabric covered, aluminum frames.

ALIGHTING GEAR:

Fully retractable, hydraulically operated tricycle gear. Main wheels are mounted on single, braced oleo-pneumatic sheets. Nose wheel is mounted on single cantilever, oleo-pneumatic strut.

DEVELOPMENT

DESIGN INITIATED	JUNE 1939
CONTRACT DATE	SEPT. 1939
CONTRACT DEL. DATE	APRIL 1940
1st FLIGHT	NOV. 1940
1st PRODUCTION	MAY 1941

NOTES:

212 (DB-7) airplanes purchased from British carried non-American designation and were never assigned American serial numbers.

(122) on contract BR-F-872.
(74) on contract BR-F-749.
(6) on contract BR-A-87.

Total of 7478 (A-20-DB-7) were built:

USA:	1962 planes
BRITAIN:	4800 planes
RUSSIA:	3600 planes
BRAZIL:	16 planes

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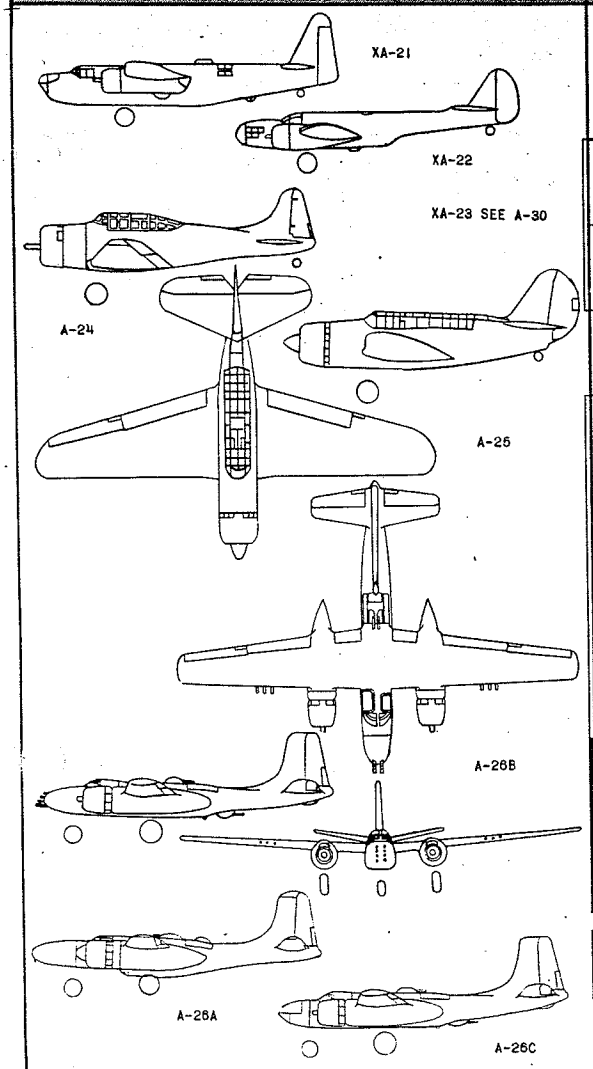
THREE VIEWS



MODEL DESIGNATION

LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	XA-21 BOEING-WICHITA	AC-13074	1	98-102-1	All metal, 4 place attack-bomber powered with P & W R-2180-7 engines. Integral fuel tanks; de-icing boots on wing and empennage leading edge; landing gear electrically actuated; full feathering constant speed prop; outer wing panels, stabilizer and compartments under pilot and bombardier sealed for flotation. Competed with A-20 and XA-22. ACCEPTED - SEPT. 1939
2	XA-22 "MARYLAND" MARTIN	AC-13142	1	98-102-2	All metal, 3 place, powered with R-1830-37 engines and Curtiss full-feathering constant speed props. Originally designed for French Air Force. Major production accepted by R.A.F. after fall of France. Known as "Maryland". De-icing boots all around. Competed with A-20 and XA-21, ACCEPTED - SEPT. 1939
3	XA-23 MARTIN	AC-15511	1 10	160	Martin model (187) procured by foreign release agreement. Evolved into Martin model (187-B2), designated A-30 and known as "Baltimore." Powered with R-3350-11 engines. (Project cancelled).
4	A-24 & A (DE) "DAUNTLESS"	NA-77114 NA-91397 AC-28716	78 260 55 0	R-106-1 R-1064-3	Similar to Navy model (SBD-3). All metal, R-1820-52 engine, main wheels retractable, A-24A had 24 volt electrical system, perforated split flaps and dive flaps, bomb rack under each wing. Fitted for arresting, catapulting, bomb displacing gear. T.O. 01-40AE-1 1st ACCEPTANCE: JUNE 1941
5	A-24B (DE & DT) -1 thru -15	AC-28716	1145 615	R-1064-4	Navy model (SBD-5) similar to A-24 & A except change to R-1820-60 engine; hydromatic prop and minor changes. No provisions for arresting or catapulting. T.O. 01-40AM-1
6	A-25A-CS -A thru -30 "HELLDIVER"	AC-38348	3100 900	R-1064-5A	Similar to Navy model (SB2C-1A). All metal, R-2600-8 engine, split flaps upper and lower for diving and landing, main gear fully retractable, tail wheel partially; bomb racks under wings: built for land based operations only. No folding wings, no arresting or catapulting gear. 10 to lendlease - most to U.S. Marines. T.O. 01-25AA-1 1st ACCEPTANCE: DEC. 1942
7	XA-26, A & B DOUGLAS	AC-17946	3	XC-220-1 XC-220-4	All powered with R-2800-27 engines. XA-26: Bomber nose and 6-.50 cal. guns XA-26A: Night fighter with 4-.50 cal. and 4-20 mm. cannon in "bath tub", SCR in nose. XA-26B: Destroyer has 4-.50 cal. and 1-75 mm. cannon.
8	A-26B-DL -1 thru -45 A-26B-DT -5 thru -25	AC-21393 AC-34433 AC-5141	1600 615 2100 205 900 0	XC-220-3A	Powered with R-2800-27 or -71 engines: all-purpose nose: 6-.50 or 4-.50 & 1-37mm. or 2-.50 & 1-75mm or 2-37mm guns, wing racks for fuel, bombs or wing package guns carrying 4-.50's T.O. 01-40AJ-1 1st ACCEPT. 3/43
9	A-26B-DL -50 thru -65	AC-21393	535	XC-220-3A	Like early A-26B except: R-2800-79 water injection engine; fuel and armament increase: 14(5") HVAR rockets added; 6-.50 cal. internal wing guns; 8-.50 cal. nose gun; some had 125 gal. tank in lieu of lower turret. T.O. 01-40AJ-1
10	XA-26C FA-26C A-26C-1,-2(DL) A-26C -15 thru -60 (DT)	AC-21393 AC-34433 AC-5140	5 1086 2000 0	XC-220-3A	XA-26C: 4-20mm. cannon nose. (CANCELLED) FA-26C: Photo version of A-26C. A-26C: R-2800-27,-71 or -79 engines: bombardier nose with 2-.50 cal. guns, 14 HVAR on latest ones; external wing racks for bombs or fuel. Some modified as photo, others as pathfinder and some as tow-target. T.O. 01-40AJ-1 1st ACCEPT: 5/44
11	NOTES:				

A-26
"INVADER"

WING:
Built in four parts, left and right main panels, and left and right tips, the structure is of the two spar, full cantilever type fabricated from aluminum alloy. A laminar type airfoil is employed. Electrically actuated slotted type flaps.

FUSELAGE:
Semi-monocoque structure-channel type frames and longitudinal stringers support aluminum alloy skin. Can carry two torpedoes internally.

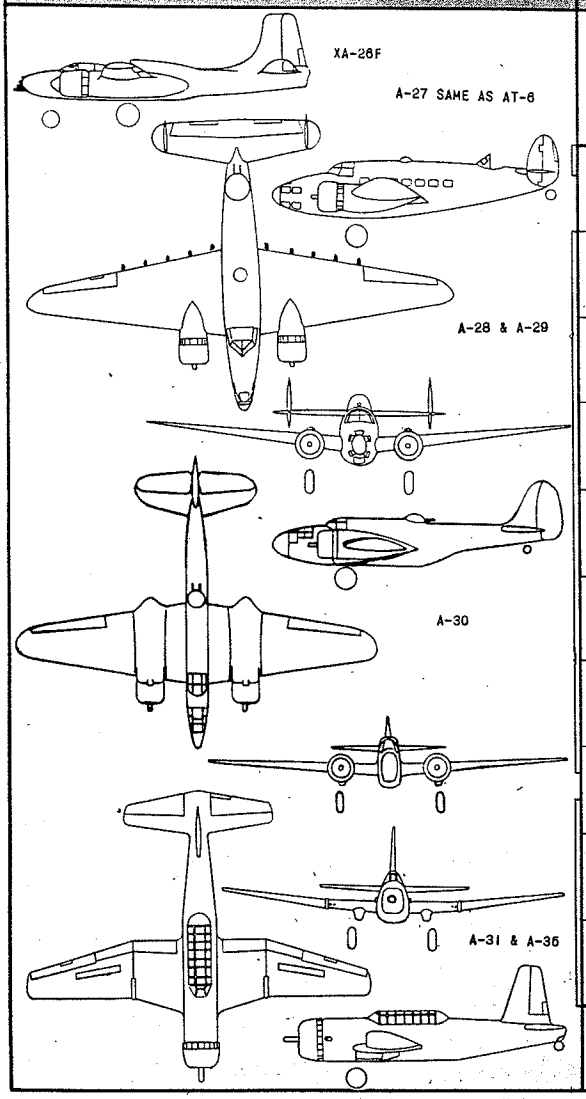
EMPENNAGE:
Two piece all metal stabilizer incorporates 10°35' dihedral to elevate tips above wake of engine nacelles. Fin is all-metal. Fabric covering is used on all movable surfaces.

ALIGHTING GEAR:
Completely retractable, hydraulically operated tricycle gear. Oleo-pneumatic struts.

DEVELOPMENT

DESIGN INITIATED:	JAN. 1941
1st FLIGHT:	JULY 1942
1st PRODUCTION:	SEPT. 1942

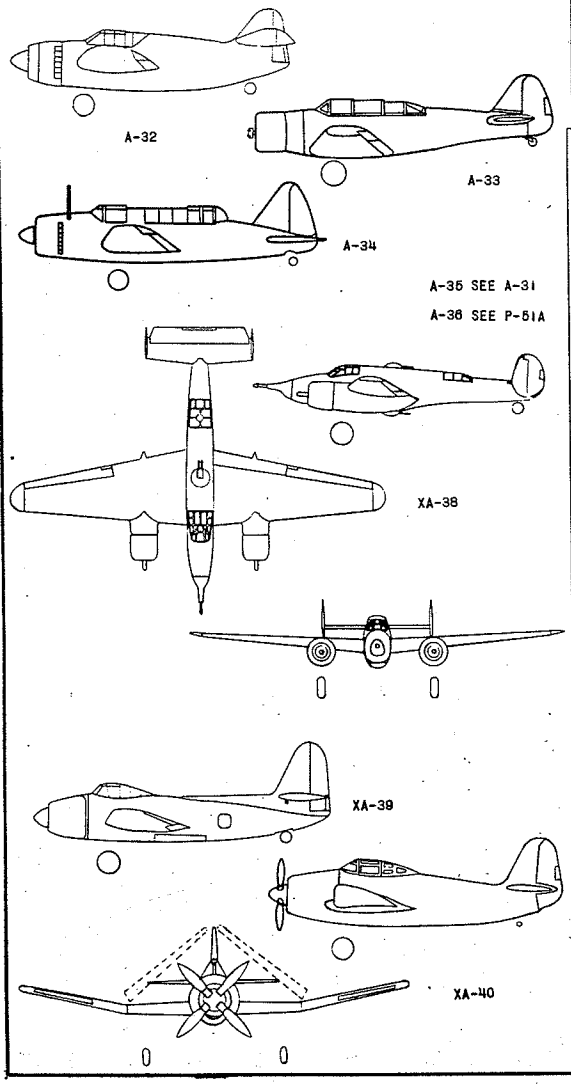
THREE VIEWS



MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
A-26D-5-DL A-26E-DT	AC-5140 AC-5141 AC-21393 AC-5140	0 0 3 0	DS-5438	A-26D same as late A-26B except change to more powerful "C" series, R-2800-83 engines. A-26E same as late A-26C except for same engine change as for A-26D. (All contracts cancelled V-J day).	1
XA-26F DOUGLAS	AC-21393	1	-	A-26D with installation of J-31 jet engine in place of rear gunners compartment, all flexible armament removed, air-scoop added on top fuselage and rear of fuselage altered to accommodate tail-pipe. Has four blade props with large spinners. Flying test bed for jet research. ACCEPTANCE: DEC. 1945	2
A-27 NORTH AMERICAN	AL-138	10	-	Model (NA-44), similar to AT-6 with R-1820-75 engine; belly and wing racks for bombs; 2 place, all metal structure. Originally built for Thailand Air Force, requisitioned by AAF in 1940. 1st ACCEPTANCE: AUG. 1940	3
A-28-LO "HUDSON IV"	DA-5 DA-471	52 100	DA-C-103-A-6A.	Same as Lockheed (Hudson 414-08) with R-1830-45 engines. Originally built to R.A.F. specifications. A development of model (14). U.S. versions had open cockpit with 1 -.50 cal. gun in place of Boulton-Paul turret. Originally ordered on contract DA-471 as C-63. De-icer boots. Fowler flaps. 1st ACCEPTANCE: SEPT. 1941	4
A-28A-LO "HUDSON"	DA-908	350	DA-C-103-A-9A.	Same as A-28 with change to R-1830-67 engines and fuel increase. Some converted from A-29A by engine change. Modified to carry 14 troops or 8 paratroops. 1st ACCEPTANCE: MAY 1942	5
A-29,A,B (LO) "HUDSON III"	DA-5 DA-908 DA-151	417 433 88 300	DA-C-103-A-7A & -8A.	Originally designated C-63, reclassified as ATTACK design because of equipment identical to A-28 series except for engines. Powered with R-1820-87 engines. A-29A fitted as troop transport. A-29B equipped for aerial mapping. T.O. 01-75AB-1 1st ACCEPTANCE: SEPT. 1941	6
A-30-MA "BALTIMORE"	DA-19	575 281	DA-221-2A	Development of Martin (187) and XA-22 and designed for France and Britain. Powered with R-2600-13 engines; 2-.50 cal. in Martin upper turret, 4-.30 cal. fixed to fire downward and aft for spraying; main wheels retract; bombardier had emergency flight controls, wheel, rudder, throttles.	7
A-30A-MA -1 thru -30 A-30B,C (MA) "BALTIMORE"	DA-19 AC-31320	294 600	DA-221-2A -	Similar to A-30 with change to R-2600-13 or -29 engines. A-30B: Was to have been AAF version of A-30A-1, with -13 engine. (Cancelled). A-30C: Allocated to British, with R-2600-29 engines. 1st ACCEPTANCE: DEC. 1942	8
XA-31A,B,C YA-31C "VENGEANCE" VULTEE	XA-31A XA-31B XA-31C YA-31C	1 1 1 5	DA-221-4	All metal, dive bomber designed for 9-g pull-outs; slotted flaps, dive brakes top and bottom, spoiler type; R-2600 (XA-31A), P & W "Wasp" (XA-31B), R-3350-13 (XA-31C) engines. YA-31C used to test R-3350-37 engine and 4 bladed prop for B-29. Main wheels turn flat in retracting aft, wing racks for bombs.	9
A-31-VN A-31C-1-VN "VENGEANCE III"	DA-119 DA-120	400 100 200	DA-221-4	Production article of XA-31 with change to R-2600-19 engine and minor radio and fuel system improvements. T.O. 01-50AB-1 1st ACCEPTANCE: DEC. 1944	10
NOTES:					11

THREE VIEWS



MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XA-32 & A BREWSTER	AC-21434	2	XC-223-1	All metal, mid-wing monoplane powered with R-2800-37 engine and designed for dive bombing and torpedo dropping. Wing racks for bombs or fuel, combat protection, self-sealing tanks. XA-32 carries 6-.50 cal. and 4-20 mm. cannon: XA-32A carries 4-37 mm. cannon. INITIATED: MAY 1941 1st FLIGHT: APR. 1942 1st ACCEPTANCE: JUNE 1945	1
A-33 DOUGLAS	AC-40174 CO-282	13 18	DS-85C	All metal, low wing monoplane with R-1820-87 engine. Development of A-17A for Douglas model (8-A-5) and purchased by Norwegian government. Requisitioned by AAF and used as advanced gunnery trainers. Some advanced to AAF from Peru.	2
A-34 "BUCCANEER" BREWSTER	NA-A-642	192	NAVY	Navy model (SB2A-1) with R-2600-19 engine, retractable landing gear, 8-.30 cal. guns and external wing racks for bombs or fuel. All metal construction.	3
A-35A-1-VH (A-35) "VENGEANCE"	DA-119	99	DA-109-1	Similar to A-31 with armament change, radio change, structural increase and wing angle of incidence increased 4 degrees. A-35A-1 formerly designated A-35 became a production article. Partial retracting gear, combat protection. T.O. 01-50AD-1 1st ACCEPTANCE:	4
A-35B-VH -1,-10,-15 "VENGEANCE"	DA-119 AC-24664	201 2730 630	DA-109-2	Like A-35A-1 with R-2600-13 engine, fuel increase and 2 -.50 cal. guns added making total of 6-.50's. T.O. 01-50AE-1	5
A-36A-1-NA "MUSTANG" (CALLED INVADER IN MED. THEATER)	AC-27396	500	107-1	Early P-51 with Allison V-1710-87 engine, modified as dive bomber and used extensively in Mediterranean Theater. Dive brakes fitted to upper and lower wing surfaces were wired shut and all dives made without brakes, 2-.50 in nose and 4-.50 cal. guns in wings. T.O. 01-60HB-1 1st ACCEPTANCE: OCT. 1942	6
XA-37 HUGHES	PO-7896	1	-	Duramold wooden construction airplane with R-2800-49 engines and no armament. Engineering data only.	7
XA-38 BEECH	AC-33348	2	-	All metal, mid-wing Beech model (Destroyer 28) with R-3350-43 engines, (2) G.E. remote turrets aimed by periscope, leak-proof tanks, combat protection, exhaust gas de-icing of wing, lower turrets can be fired by pilot, wing racks for bombs or fuel. First automatic 75mm. cannon, in competition with A-26 INITIATED: AUG. 1942 1st FLIGHT: MAY 1944 CONTRACT CEL: JULY 1945	8
XA-39 FLEETWING	AC-34906	2 0	XC-110-1	All metal, single seat, low altitude attack plane with R-2800-27 engine, leak-proof tanks, combat protection, wing racks for bombs or fuel, landing gear electrically or manually operated, 4-.50 cal. and 2-37 mm. cannon, photographic provisions. (Contract cancelled).	9
XA-40 CURTISS	-	1 0	-	Identical to Navy model (XBTC-1) with exception of armor plate, alighting gear and AAF equipment and radio. Designed as attack-dive bomber and torpedo plane against naval landing forces. R-3350-8 engine with provisions for XR-4360-8 engine, folding wings like SB2C, full span flaps, wing racks for bombs, torpedoes or fuel. Original Navy model (XSB3C-1). (Contract cancelled.)	10
NOTES:					11

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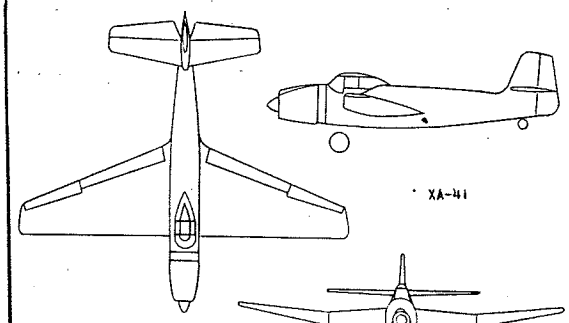
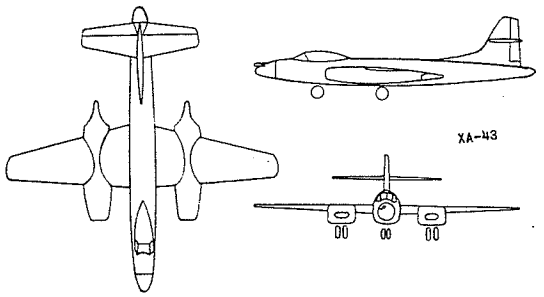


XA-41

XA-42 SEE XB-42



XA-43

XA-44 see XB-53

MODEL DESIGNATION

PAGE 7

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XA-41 CONSOL-VULTEE	AC-34492	{2 1	XC-111-1A	All metal, single place, low altitude attack-dive bomber-torpedo plane with XR-4360-9 engine, combat protection, wing racks for bombs, torpedoes or fuel, photographic equipment, main gear retractable, tail wheel partially retractable. INITIATED: SEPT. 1942 1ST FLIGHT: FEB. 1944 ACCEPTANCE: FEB. 1945	1
XA-42 "MIXMASTER" DOUGLAS	-	-	-	REDESIGNATED XB-42. SEE BOMBER SECTION	2
XA-43 CURTISS	AC-6266	{3 0	-	All metal, attack-bomber powered with (4) G.E. "J-35" engines; dive recovery flaps fitted from fuselage to nacelle under wing; landing and cruise flaps fitted; (Project cancelled and funds transferred to XP-87).	3
XA-44 CONSOL-VULTEE	AC-7674		(PROCURED FROM XB-46 FUNDS)	Redesignated XB-53. See Bomber Section.	4
XA-45 MARTIN				Redesignated XB-51. See Bomber Section.	5
					6
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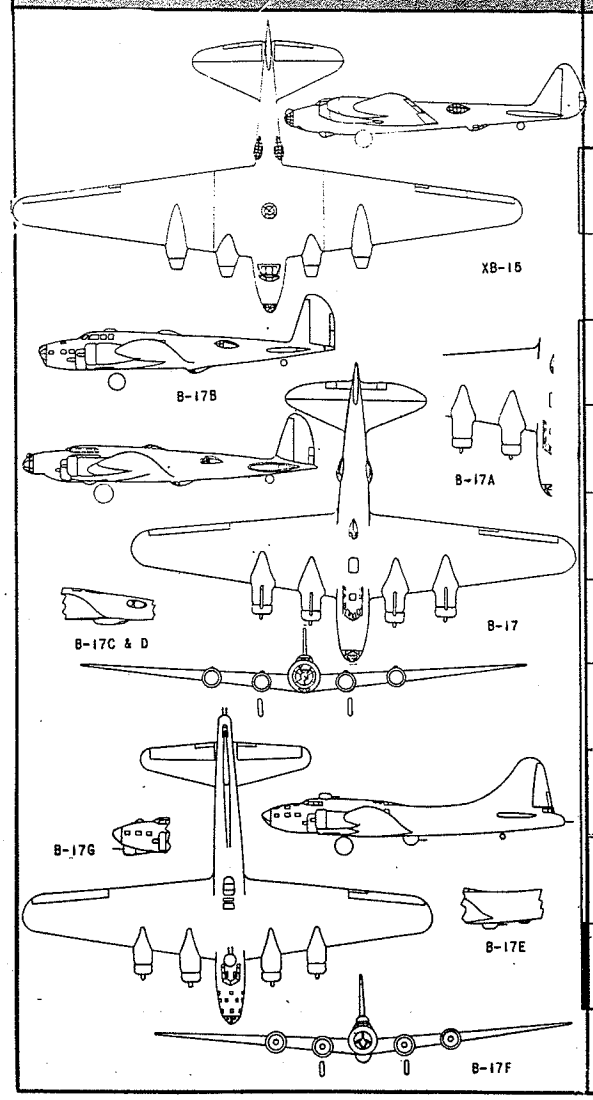
					10
NOTES:					11

THREE VIEWS



MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XB-15 BOEING	AC-7618	1	-	All metal, powered with R-1830-11 engines, hydromatic propellers, semi-monocoque fuselage. First aircraft with 110 volt electric system. First military airplane built with living accomodations (Kitchenette, sleeping quarters, etc.) Design started Jan. 1934. First flown in 1938. Designated XB-15, redesignated XBLR-1, reverted to XB-15, redesignated XC-105. ACCEPTED MARCH 1938	1
XB-16 MARTIN	-	0	-	Twin-boom, powered with 6 X 1000 h.p. Allisons; four tractors and two pushers, crew of 10. Design started 1935. Engineering design purchased but none were built.	2
B-17 (YIB-17) BOEING	AC-8306	13	98-201-A-2	Boeing model "299" powered with R-1820-39 engines, hydromatic props. Bombs carried internally and externally. Original designation YIB-17. T.O. 01-20EA-1 1st ACCEPT. 1/37	3
B-17A (YIB-17A) BOEING	AC-9843	1	98-201-A-3A	Same as B-17 except: R-1820-51 engines with F-14 turbos. Turbos originally mounted on top of engine nacelles were later relocated on bottom. Originally designation YIB-17A. T.O. 01-20EA-1 ACCEPT. 1/39	4
B-17B BOEING	AC-10155	39	98-201-B-1B	Improved B-17A with B-3 turbos. Redesigned nose, increased rudder area, armament changes. T.O. 01-20EB-1 1st ACCEPT: 7/39	5
B-17C B-17D BOEING	AC-13257	80	C-212-3-A C-212-4	Like B-17B with R-1820-65 engines, self-sealing tanks, no external bombs, flush type gun positions instead of blisters. (38) B-17C and (42) B-17D. T.O. 01-20EC-1 (C) 1ST ACCEPT. 7/40 (D) 1ST ACCEPT. 2/41	6
B-17E-80	AC-15677	{512 511	C-212-58	Like B-17D except: redesigned tail surfaces and addition of 2-.50 cal. guns in tail Sperry upper and lower turrets. (1) Airplane No. 41-2401 became XB-38. T.O. 01-20EE-1 1st ACCEPT. 9/41	7
B-17F-(BO) -1 thru -75 B-17F-(DL) -1 thru -20 B-17F-(VE) -1 thru -25	DA-16 AC-20290 AC-20291 AC-20292	{300 299 {300 {139 {1250 {110 {2035 {200	C-212-78	Like B-17E with molded plex. nose, armor plate, R-1820-97 engines, armament increase, external bomb racks, weight increase, increased length and crew of 10. 41-24341 became XB-40, 13 became YB-40. T.O. 01-20EF-1 1st ACCEPT. 5/42	8
B-17F-(BO) -80 thru -130 B-17F-(DL) -25 thru -80 B-17F-(VE) -30 thru -80	AC-20292 AC-20291 AC-20290	1100 495 350	C-212-78	Same as B-17F above except the addition of "TOKIO TANKS" in outer wing panels giving fuel increase of 1100 gal. TB-17F: trainer version. T.O. 01-20EF-1	9
B-17G-(BO) -1 thru -110 B-17G-(VE) -1 thru -110 B-17G-(DL) -1 thru -95	AC-20290 AC-20291 AC-20292 AC-25321 AC-30031 AC-30032 AC-2389 AC-1862	300 {139 {2500 {2035 600 1000 1000 {400 150 650	C-212-11	Same as later B-17F airplanes except: addition of Bendix chin turret, cheek guns and Cheyenne tail mount on later models, new type turbo with electronic regulator. TB-17G: trainer version. T.O. 01-20EG-1	10

B-17
FLYING FORTRESS

WING:
Design of semi-monocoque two spar type with stressed covering. Spars are of trussed construction consisting of tubular chord and web members. The ribs and compression struts are of truss construction with channel chord members and tube web members. Skin riveting forward of the front spar. Electrically actuated split flaps installed.

FUSELAGE:
All metal semi-monocoque structure principally of aluminum construction with the exception of fittings subjected to high loadings which are of steel. Fuselage covering of aluminum alloy fastened with skin type rivets.

EMPENNAGE:
Vertical and Horizontal tail surfaces are of the metal covered, two beam, non-adjustable full cantilever type. Movable surfaces are also metal covered.

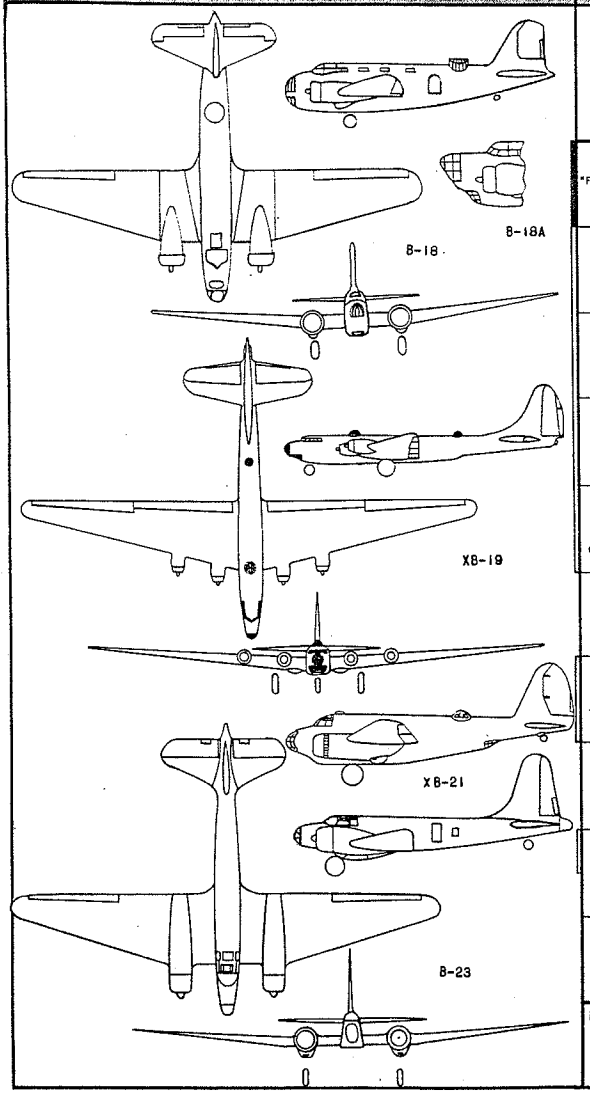
ALIGHTING GEAR:
The landing gear is of the conventional type and is fully retractable. Retraction thru a retracting screw drive by an electric motor.

DEVELOPMENT

DESIGN INITIATED	AUG.	1934
CONTRACT DATE:	OCT.	1938
DATE OF 1st FLIGHT:	JAN.	1937
CONTRACT DEL. DATE:	AUG.	1938
ACTUAL DEL. DATE:	JAN.	1937
1st PRODUCTION ART.:	NOV.	1938

NOTES:

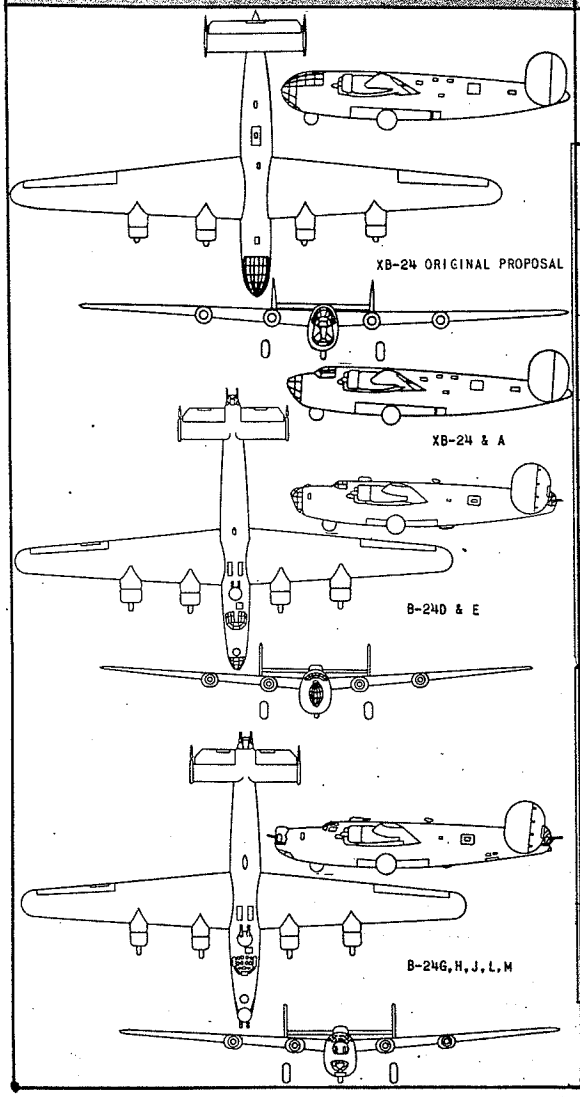
THREE VIEWS



MODEL DESIGNATION

LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	B-17H-80 "FLYING DUTCHMAN"	-	APPROX. 130	-	B-17G airplanes fitted for air-sea rescue work. Boat dropped by three parachutes. MODIFIED 1944-45
2	B-18 & M "BOLO" DOUGLAS	AC-8307	133	98-201-A-1A	R-1820-45 engines. Wing: all metal, three spar system, shear web spars, stressed skin, flotation compartment in outer panels: semi-monocoque, all metal fuselage; landing gear hydraulically actuated: split flap hydraulically actuated. Bomber development of Commercial DC-3. T.O. 01-40-EA-1 1st ACCEPTANCE OCT. 1939
3	B-18A & AM B-18B "BOLO" DOUGLAS	AC-9977	255 217	98-204-1A	Similar to B-18 except: R-1820-53 engines, "SHARK NOSE", top gun position, about 1500 lb. heavier, full feathering, hydromatic props. B-18B contained special radio equipment (Radar). (38) B-23's purchased on this contract. T.O. 01-40-EB-1 1st ACCEPTANCE JUNE 1938
4	XB-19 DOUGLAS	AC-8132	1	XC-203-1	All metal, stressed skin, flush riveted throughout. R-3350-5 engines, integral wing tanks, no armor or leak-proofing, 24 volt system, dynafocal engine mounts. Tricycle landing gear was developed for and first used on XB-19. Original designation was XBLR-2(July 1935). Redesignated XB-19 (Mar. 1938). Intended for XV-3420-1 engines. DESIGN INITIATED APR. 1935, 1st FLIGHT JUNE 1941, DELIVERED NOV. 1941.
5	XB-19A GENERAL MOTORS	-	-	-	Original XB-19 turned over to General Motors and reworked with Y-3420-11 engines and type CM turbosuperchargers. Now converted to cargo plane and also being used for all-weather operations at Wilmington, Ohio.
6	XB-20 BOEING	-	-	-	XB-15 with R-2180 engines. None purchased.
7	XB-21 NORTH AMERICAN	AC-11070	1	98-204-2	All metal structure, R-2180-1 engines, F-10 turbos and integral fuel tanks. Turbos tried in various locations on engine nacelles. Designed for Air Corps competition of March 1937. ACCEPTED JAN. 1939
8	B-22 DOUGLAS	-	-	-	B-18A with R-2600-2 engines. Designation cancelled. None purchased.
9	B-23 & A "DRAGON" DOUGLAS	AC-9977	38	98-204-3A	All metal structure, R-2600-3 engines, full feathering hydromatic props. Wing: all metal, stressed skin; fuselage: semi-monocoque; landing gear: hydraulically actuated; fixed tail surfaces and flotation in outer panels. (11) became C-67, B-23A designation cancelled. T.O. 01-40EC-1 1st ACCEPTANCE OCT. 1939
10					
11	NOTES:				

THREE VIEWS



MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XB-24 YB-24 CONSOLIDATED	AC-12436 AC-12464	1 10 7	C-212-1 (YB-24)	All metal; R-1830-33 engines with Ham. Std., full feathering, hydromatic props; no combat protection. XB-24 converted to XB-24B. YB-24 service test model. (YB-24) 1st ACCEPT. 6/41	1
B-24 B-24A CONSOLIDATED	AC-12464 AC-13281	1 9	- C-212-2	Like YB-24 except: armament change, addition of combat protection and camouflage finish on B-24 only. T.O. 01-5EA-1 1st ACCEPT. 6/41	2
XB-24B CONSOLIDATED	AC-12436	1	-	Converted XB-24 with installation of turbos and self-sealing tanks as well as minor refinements. ACCEPTED 8/40	3
B-24C CONSOLIDATED	AC-13281	9	-	Like B-24A except: R-1830-41 engines, turbos added, camouflage finish, 3 power turrets installed and fuel increased. T.O. 01-5EC-1 1st ACCEPT. 12/41	4
B-24D-CO -0 thru -15	AC-12464 AC-13281 AC-16005 DA-4	6 76 303 428	C-212-12	Similar to B-24C except: R-1830-43 engines and additional armament. One model (41-11822) became XB-41. T.O. 01-5EC-1 1st ACCEPT. 1/42	5
B-24D-CO -20 thru -170 B-24D-CF -1 thru -20	DA-4 AC-24620 AC-30461 AC-26992 AC-18722 AC-18723	201 1200 199 295 10 8	C-212-12	Like early B-24D except: R-1830-43 or -65 engines, additional armament, and installation of wing tip tanks and 2 X 400 gal. bomb bay tanks. T.O. 01-5EC-1	6
B-24E-CF -10 thru -25 B-24E-DT -1 thru -25 B-24E-FO -1 thru -25	AC-26992 AC-18723 AC-18722 AC-21216	37 107 167 490	C-212-9	Like late B-24D except for manufacturing methods at CF, DT and FO. Restricted to domestic use only. T.O. 01-5EC-1 1st. ACCEPT. 9/42	7
XB-24F CONSOLIDATED	AC-16005	1	-	B-24D airplane reworked to include heated surface type anti-icing equipment.	8
B-24G-NT -6 thru -15	AC-24663	430	C-212-8A	Like late B-24D except: R-1830-65 engines, addition of nose turret and retractable ball turret, Sperry A-5 automatic pilot. First 25 had no nose turret added. T.O. 01-5EC-1 1st ACCEPT. 3/43	9
B-24H-CF -1 thru -30 B-24H-DT & FO -1 thru -30	AC-26992 AC-18723 AC-18722 AC-21216	70 668 582 1780	C-212-9A	Like late B-24G except for manufacturing methods at CF, DT and FO. T.O. 01-5EC-1 1st ACCEPT. 6/43	10

NOTES:
1893 KNOCK-DOWN AIRFRAMES FABRICATED BY FORD ON AC-21216.
954 KNOCK-DOWN FORD AIRFRAMES ASSEMBLED AT DT ON AC-18722.
832 KNOCK-DOWN FORD AIRFRAMES ASSEMBLED AT CF ON AC-18723.
107 KNOCK-DOWN FORD AIRFRAMES ASSEMBLED AT CF ON AC-26992.
165 AIRPLANES BUILT FOR BRITISH AND DESIGNATED LB-30, A & B.
5 AIRPLANES ON AC-18723 MODIFIED AS TRAINERS AND DESIGNATED AT-22.
175 AIRPLANES ON AC-18723 AND 111 ON AC-811 CONVERTED INTO C-87 AND A. — LINE 11

B-24

LIBERATOR

WING:
A full cantilever structure of two spar and stressed skin construction, fabricated from aluminum alloy. Leading edge attached by screws to permit easy access to controls therein. Davis low-drag airfoil section is employed.

FUSELAGE:
Structure consisting of smooth metal skin with longitudinal stringers and transverse bulkheads. Fabricated primarily from aluminum alloy sheet and drawn material.

EMPENNAGE:
Horizontal stabilizer is of the full cantilever type fabricated from aluminum alloy. The two vertical fins of cantilever design are attached to the ends of the horizontal stabilizer. Movable surfaces are of metal structure with fabric covering.

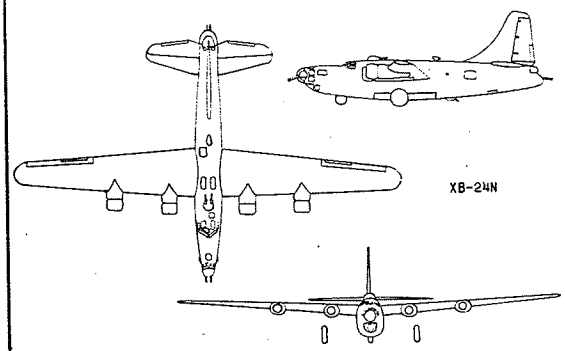
ALIGHTING GEAR:
A fully retractable tricycle type landing gear hydraulically actuated is employed.

DEVELOPMENT

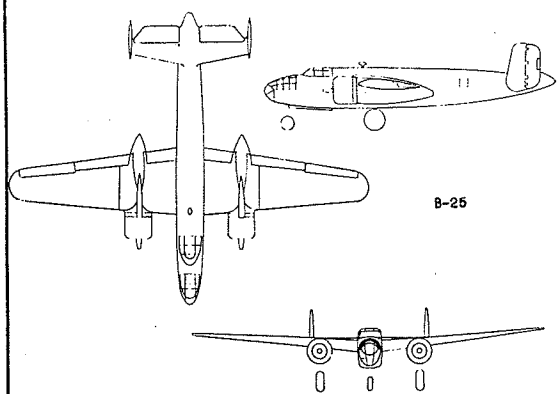
DESIGN INITIATED:	SEPT.	1938
CONTRACT DATE:	APR.	1939
DATE 1ST FLIGHT:	MAR. 21	1939
CONTRACT DEL. DATE:	DEC. 21	1939
ACTUAL DEL. DATE:	AUG.	1940
DATE 1st PROD. A/C:	JUNE	1941

THREE VIEWS

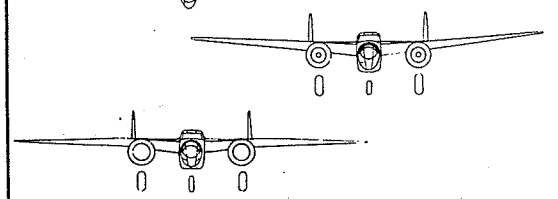
B-24J thru M SEE pg.14



XB-24N



B-25



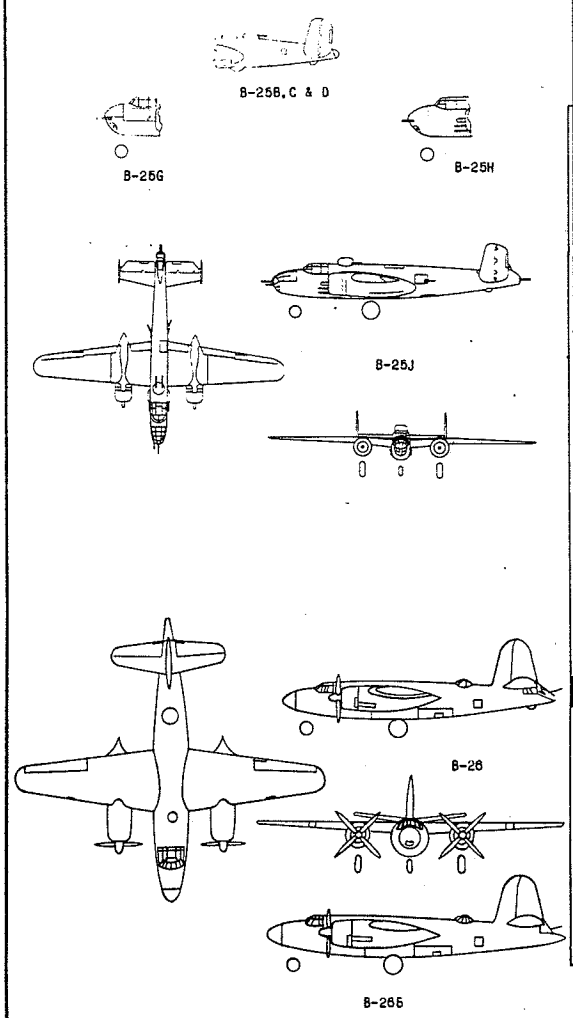
B-25A

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
B-24J-CO -1 thru -210 B-24J-CF -1 thru -105 & J-801	AC-30461 AC-35312 AC-40033 AC-26992 AC-40715 AC-18723	551 900 1794 548 500 37	C-212-14	Similar to B-24H except for refinements and installation of new type turbo giving an anticipated increase in high altitude performance. Thermal anti-icing equipment on B-24J-CO airplanes. All B-24J airplanes had C-1 auto pilot and M series bombsight. T.O. 01-5EE-1 1st ACCEPTANCE AUG. 1943	1
B-24J-DT -1 thru -10 B-24J-FO -1 thru -20 B-24J-NT -1 & -5	AC-18722 AC-21216 AC-24663	205 1587 536	C-212-14	Same as above	2
YB-24K CONSOLIDATED	AC-21216	1	-	Similar to B-24J except for structural modifications necessary to install single fin in lieu of twin tail.	3
B-24L-CO & FO -1 thru -20	AC-40033 AC-21216	417 1250	C-212-14A	Like B-24J except installation of 2 -.50 caliber hand held flexible tail guns in lieu of tail turret and minor structural modifications. T.O. 01-5EE-1 1st ACCEPTANCE JULY 1944	4
B-24M-CO -1 thru -50 B-24M-FO -1 thru -30	AC-40033 AC-21216	916 1677	C-212-15	Like B-24L except installation of light weight turret in lieu of 2-.50 caliber hand held flexible tail guns. Some B-24M's modified to incorporate various radio additions and designated EB-24M. T.O. 01-5EE-1 1st ACCEPTANCE OCT. 1944	5
XB-24N FORD	AC-21216	1	-	Prototype airplane similar in appearance to YB-24K and incorporating the following major changes: R-1830-75 engines with quick change feature, single fin, heated surface anti-icing, ball nose turret and Southern Aircraft -7 light weight tail turret. ACCEPTANCE NOV. 1944	6
YB-24M-FO B-24M-1-FO	AC-21216 AC-21216	7 200 0	-	YB-24M: Service test model of XB-24M. B-24M-1: Production was cancelled. 1st ACCEPTANCE MAY 1945	7
XB-24P CONSOLIDATED XB-24Q FORD	AC-4709 AC-10367	1 1	-	XB-24P is B-24D-CO airplane redesignated and allocated to Sperry Gyroscope Co. for fire control research. XB-24Q is B-24L-FO airplane redesignated and allocated to General Electric Co. for fire control research.	8
B-25-NA	AC-13258	184 25	C-213-1A	No XB-25. The B-25 is powered with R-2600-9 engines, Hamilton Std., full feathering, hydromatic props; and crew of 5. Some were modified as Cargo planes and designated CB-25. See next page for structure description. T.O. 01-60GA-1 1st ACCEPTANCE FEB. 1941	9
B-25A-NA	AC-13258	40	C-213-5	Like B-25 with addition of leak-proof tanks and armor plate. Built-in fuel capacity reduced. Outer wing panels set at 0° - 21'39" cathedral (L.E.). T.O. 01-60GA-1 1st ACCEPTANCE MAY 1942	10
NOTES:					11

THREE VIEWS



MODEL DESIGNATION

LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	B-25B-NA	AC-13258	119	C-213-6	Like B-25A except: armament change, larger prop., turrets added and tail gun removed. T.O. 01-60GA-1 1st ACCEPT. 8/41
2	B-25C-NA C-thru -25 B-25D-NC D thru -35	AC-20478 AC-19541 AC-16070 NPC-7151 DA-896	1000 1 6575 1290 863 162 150 153 149	(CONTINUED:) DA-897 150 185 AC-27390 700 300	Like B-25B except: R-2600-13 or -29 engines, armament and bomb changes, armor plate added, fuel addition and external rack provisions. B-25C-5-NA taken over by AAF from Dutch. 1st ACCEPT. (C) 12/42 (D) 12/41 T.O. 01-40GB-1
3	XB-25E NORTH AMERICAN	DA-896	1	-	B-25C-10-NA model reworked to include (electric) heated surface type anti-icing equipment. Crew of 5 and R-2600-13 engines. ACCEPT. JAN 43
4	XB-25F NORTH AMERICAN	-	1	-	B-25C-NA airplane reworked to include thermo (exhaust gas) anti-icing equipment. Crew of 6 and R-2600-13 engines.
5	XB-25G-NA B-25G-NA -1 thru -10	DA-897 AC-27390	5 400	C-213-17	Like B-25C & D with R-2600-13 engines, 75 mm cannon added, rocket provisions, external wing racks, bombardier station deleted. T.O. 01-60GC-1 1st ACCEPT. 1/43
6	B-25H-NA -1 thru -10	AC-20478	1000	C-213-15B	Like B-25G with R-2600-13 or -29 engines; crew of 4 (no co-pilot); top turret moved forward, bottom turret deleted, waist and tail guns added, provisions for package guns. T.O. 01-60GD-1 1st ACCEPT. 8/43
7	B-25J-NC -1 thru -25	AC-19341	1092 4318	C-213-16	Like B-25H with bombardier nose in lieu of 75 MM cannon. Some 800 modified to carry (8) .50 cal. guns (nose) with strafing power of (14) .50 cal. plus (4) in rear. CB-25J: Cargo Version. TB-25J: Trainer version. T.O. 01-60GE-1 1st ACCEPT. 12/43
8	B-26-MA	AC-13243	340 201	C-213-2C	No XB-26 was made. First AAF airplane to be planned for self-sealing fuel cells and power turret. Powered with R-2800-5 engines and Curtiss electric full feathering props. See next page for structure description. T.O. 01-35EA-1 1st ACCEPTANCE FEB. 1941
9	B-26A-MA A & A-1	AC-13243	139	C-213-3B	Like B-26 except increased fuselage length and fuel capacity. B-26A has R-2800-5 engines and B-26A-1 has R-2800-39 engines. See next page for structure description. T.O. 01-35EA-1 1st ACCEPTANCE OCT. 1941
10	B-26B-MA	AC-16137	791 307	C-213-7B	Similar to B-26A with R-2800-5 or -43 engines, added one .50 cal. gun, provisions for torpedo, 24 volt electric system and self-sealing fuel lines. T.O. 01-35EA-1 1st ACCEPTANCE APR. 1942
11	NOTES:				

B-25 "MITCHELL"

WING:
Structure consists of two-spar center section built integrally with fuselage and single spar removable outer panels. Design is full cantilever and employs stressed skin construction. Center section contains built-in self-sealing fuel tanks and oil tanks.

FUSELAGE:
Structure is of semi-monocoque construction of aluminum alloy frames, stringers, longerons and skin, and is built in sections to facilitate disassembly for crating and shipping. Bomb-bay section is permanently attached to wing center section.

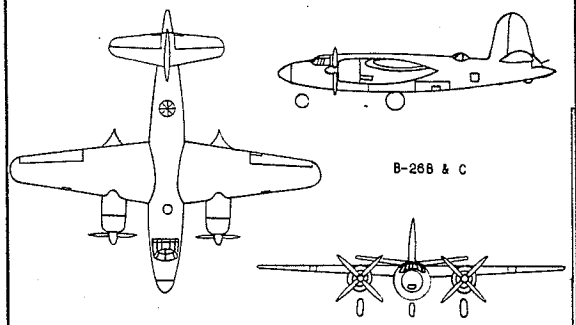
EMPENNAGE:
Tail surface frames are of aluminum alloy; horizontal and vertical stabilizer are metal covered, elevator and rudder fabric covered. Horizontal stabilizer is of full cantilever design supporting cantilever vertical fins at the extreme tips.

ALIGHTING GEAR:
A hydraulically actuated fully retractable tricycle landing gear is employed. Doors close with gear down and up, open only during wheel travel.

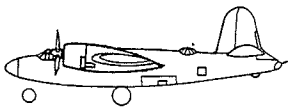
DEVELOPMENT

DESIGN INITIATED:	FEB. 1938
CONTRACT DATE:	SEPT. 1939
CONTRACT DEL. DATE:	JUNE 1940
DATE 1st PROD. ART.:	FEB. 1941

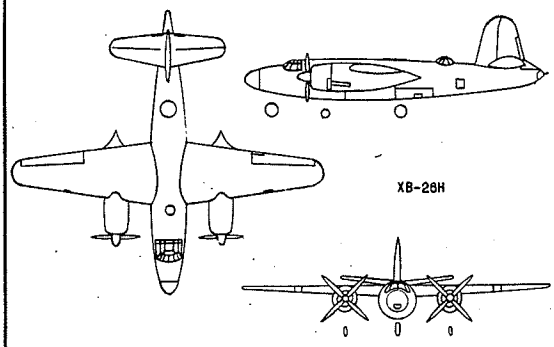
THREE VIEWS



B-26B & C



B-26F & G



XB-26H

MODEL DESIGNATION

PAGE 19

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
B-26B-MA -2, -3, -4	AC-18137	334	C-213-7B	Like B-26 except R-2800-41 engines on -2 model; R-2800-43 on -3 and -4 models. B-26B-4 had provisions for photo & navigation equipment & winterization. T.O. 01-35EA-1	1
B-26B-MA -10 thru -20	AC-18137 DA-46	150 500 200	C-213-7B	Like early B-26B except R-2800-43 engines, armament increased, wing span increased 6 ft., tail surfaces enlarged and 2 rear bomb bay tanks added. T.O. 01-35EA-1	2
B-26B-MA -25 thru -55	AC-31733 DA-1049 DA-46	1400 491 200 101 300	C-213-7B	Like B-26B-20 except rear bomb bay sealed over to reduce overloading. AT-23A: Tow target version, (20B). TB-26B: Trainer version. T.O. 01-35EA-1	3
B-26C-MO -5 thru -25	AC-19342	1200 841	C-213-8	Same as B-26B-10 except for manufacturing methods used at Omaha (Martin). AT-23B: Tow target version, (32H). TB-26C: Trainer version. T.O. 01-35EB-1 1st ACCEPT. 8/44	4
B-26C-MO -30 & -45	AC-19342 AC-38728	35 1000 359	C-213-8	Same as B-26B-25, except for manufacturing methods used at Omaha (Martin). AT-23B: Tow target version, (26). T.O. 01-35EB-1	5
XB-26D MARTIN	AC-30113	1	-	Same as B-26B with R-2800-5 engine and installation of heated surface type anti-icing equipment.	6
B-26E-1 (MA & MO)	-	-	-	Early B-26B AC with R-2800-43 engines. Stripped versions with top turret moved forward and weight decreased by 200 LB.	7
B-26F-MA -1, -2, -6	AC-1871 AC-31733	450 10 300	C-213-19	Like B-26B-55 except wing angle of incidence increased by 3½°, fuel increase due to angle of incidence change, 11-.50 cal. guns. B-26F-2 allocated to British. T.O. 01-35EC-1 1st ACCEPT. 2/45	8
B-26G-MA -1 thru -25 TB-26G-MA -15, -20, -25	AC-31733 AC-1871	500 393	C-213-20A	Same as B-26F except for use of AN fittings. TB-26G: Trainer version, (57). T.O. 01-35EC-1	9
XB-26H MARTIN	-	-	-	B-26G with bicycle landing gear. Used to test gear proposed for B-48.	10
NOTES:					11

B-26
"MARAUDER"

WING:
Primary structure of box-type formed by two tension field-web beams and top and bottom skin, of thick gauge aluminum skin reinforced by hat section members parallel to spars, to give a torsionally rigid structure. Leading edge of ribs covered with sheet metal is attached to primary structure by continuous hinges to facilitate maintenance.

FUSELAGE:
The semi-monocoque aluminum alloy structure is fabricated in 3 sections - the mid-section containing bomb-bays being built integrally with the wing center section. Structure of four main longerons, transverse circular frames and longitudinal stringers covered with a flush riveted metal skin.

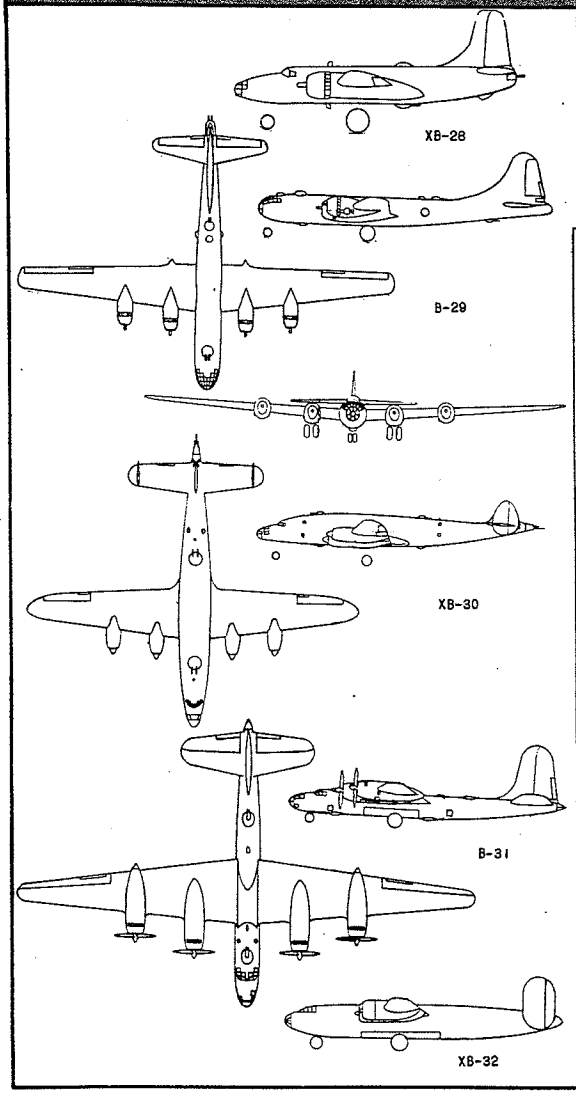
EMPENNAGE:
Horizontal & vertical fins of metal-box smooth stressed skin cantilever structure, consisting of two tension field-type beams with sheet metal ribs. Elevator and rudder basic structure of aluminum alloy torque tube and rib construction. The elevator metal covered, the rudder fabric covered.

ALIGHTING GEAR:
The gear is of the tricycle type; the main gear of the single air-oil shock strut-type is retracted into the engine nacelle. The nose wheel pivots 90° and retracts into the fuselage nose section. Landing gear is hydraulically actuated.

DEVELOPMENT

DESIGN INITIATED:	JUNE	1939
CONTRACT DATE:	SEPT.	1939
DATE 1st FLIGHT:	NOV. 29	1940
CONTRACT DEL. DATE:	JULY	1940
ACTUAL DEL. DATE:	FEB.	8 1941
DATE 1st PROD. ART.:	FEB.	1941

THREE VIEWS



MODEL DESIGNATION

PAGE 15

DATE 1 JUNE 1948

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XB-27 MARTIN	-	-	-	Martin model "182" with pressurized cabin. None procured. (2) R 2800-9 engines.	1
XB-28 & A NORTH AMERICAN	AC-13583 AC-14012	1 1		All metal, R-2800-27 engines with -15 nose on left and -11 nose on right engine C-2 turbos, integral fuel tanks, fuselage pressurized by two "Roots" type blowers mounted on engines; hydromatic props. that rotate oppositely. XB-28 originally intended to be a reworked B-25 but design changed to entirely new type. XB-28A; Photographic version. DESIGN INITIATED: 8/39, CONTRACT: 2/40, FIRST FLIGHT 8/42, DELIVERY DATE: 12/42.	2
XB-29 YB-29 BOEING	AC-15629 AC-19673	3 14	XC-218-A-1C XC-218-A-4B	All metal, R-3350-13 engines on XB-29 and -21 on YB-29, pressurized cabin, turbo-superchargers and Ham. Std., 3 bladed hydromatic props, (X) ACCEPT. 12/42 (Y) ACCEPT. 7/43	3
B-29-1-BA B-29A-1-BN B-29-1-BW -1 thru -20	AC-19673 AC-19673 AC-19673 AC-27730	4665 1240 1600 20 5 1480 14	XC-218-A-4	Like YB-29 except R-3350-23 engines, 4 bladed props, troop carrying facilities removed. T.O. 01-20EJA-1 1st ACCEPT. 9/43	4
B-29-BA -5 thru -55 B-29-BW -25 thru -90 B-29-MO -1 thru -50	AC-19673 AC-19673 AC-117 AC-27730	1330 55 1270 531 338	XC-218-A-4	Same as early B-29-1 with R-3350-23, -23A -41, -57 or -55 engines, fuel capacity increased, 4 gun upper forward turret replaces 2 gun turret and 20mm cannon deleted on some models. Some B-29-MO had Curtiss electric props., reversible and self-synchronizing. T.O. 01-20EJA-1	5
B 29A-BN -5 thru -50 "	AC-19673	1098	XC-218-A-4	Same as late B-29 with same engines, fuel decreased by 250 gal. due to wing center section construction and latest models delete 20 mm cannon. One model (42-93845) became XB-44. T.O. 01-20EJA-1	6
B-29B-BA -30 thru -55	AC-27730	311	-	B-29-BA stripped of all armament except 2 or 3 -.50 cal. tail guns giving increased performance. Incorporates AN/APG-15B to give RADAR gun sighting against night fighters. 1st ACCEPT. 1/45	7
B-29C-BO B-29D-BW XB-29E-BW	- AC-13013 -	60 0	-	B-29C to have carried R-3350-C engines. (Designation cancelled). B-29D was to have been production model of XB-44. (Redesignated B-50). XB-29E is a B-29-45-BW model incorporating new fire-control projects.	8
XB-30 LOCKHEED B-31 DOUGLAS	-	-	-	These airplanes were in competition to B-29 and B-32 and lost out to them. None ever built; designations cancelled. LB-30 refers to B-24 turned over to British. B-31 was proposed adaptation of C-54. B-30 was proposed adaption of C-69 Constellation.	9
YB-32 (XB-32) CONSOLIDATED	AC-15549	3		All metal, pressurized cabin, R-3350-13 on XB-32 and changed to -21 engines on YB-32, remote control guns and original model (XB-32) had twin tails. XB-32 was redesignated YB-32 and changed to single tail. DESIGN INITIATED: 6/40; 1st FLIGHT: 9/42; 1st PROD. ARTICLE: 9/44.	10
NOTES:					11

B-29

"SUPERFORTRESS"

WING:
Structure: two spar stressed skin full cantilever type; combined web and truss design. Construction of aluminum alloy with steel fittings. Electrically operated fowler type flaps installed.

FUSELAGE:
Semi-monocoque structure fabricated of aluminum alloy. Incorporates pressure cabins capable of maintaining cabin pressure equivalent to 8000 ft. up to 30000 ft. Remote control fire system is installed to control turrets placed outside pressurized area.

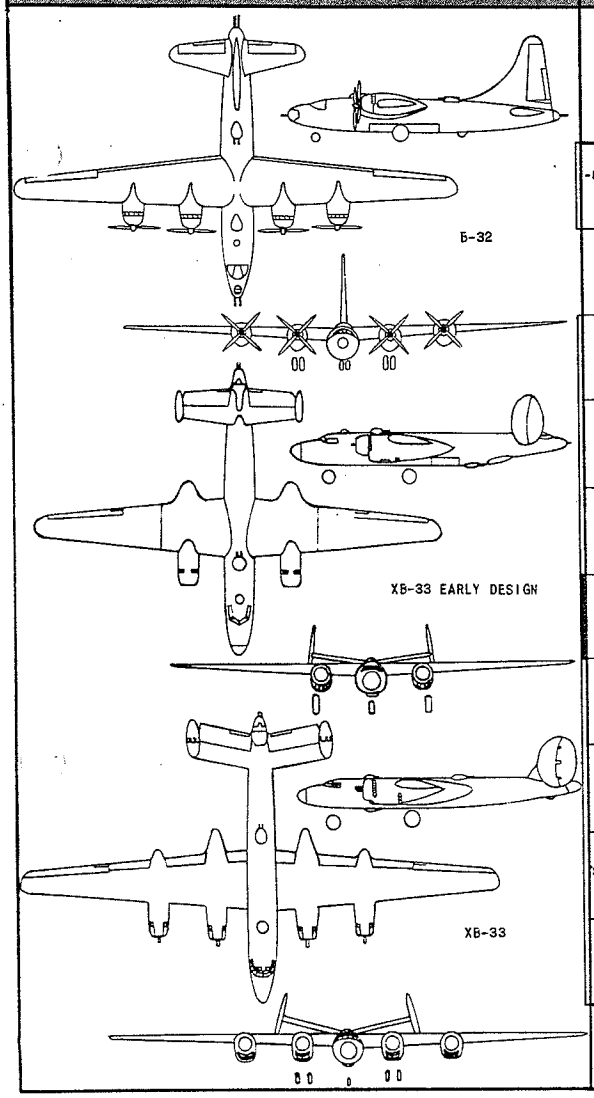
EMPENNAGE:
Fixed surfaces: full cantilever design fabricated from aluminum alloy. Movable surfaces of aluminum structure, fabric covered.

ALIGHTING GEAR:
Twin wheels and oleo pneumatic struts are used on all gears. The landing gear retraction system is electrically operated.

DEVELOPMENT

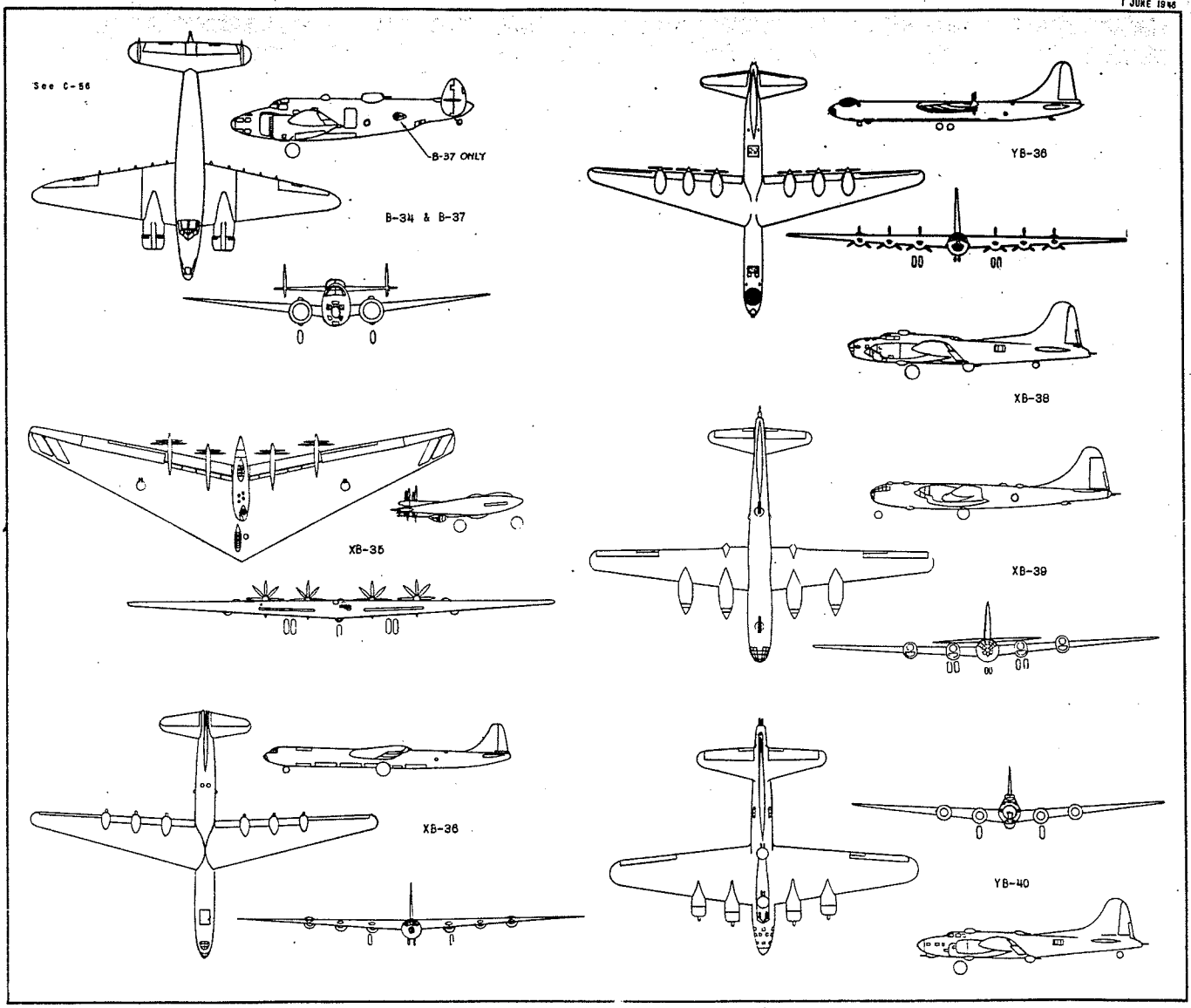
DESIGN INITIATED:	JUNE 27 1940
CONTRACT DATE:	SEPT. 6 1940
DATE 1st FLIGHT:	SEPT. 21 1942
CONT. DEL. DATE:	MAY 6 1942
ACT. DEL. DATE:	DEC. 30 1942
DATE 1st PROD.	JULY 1943

THREE VIEWS

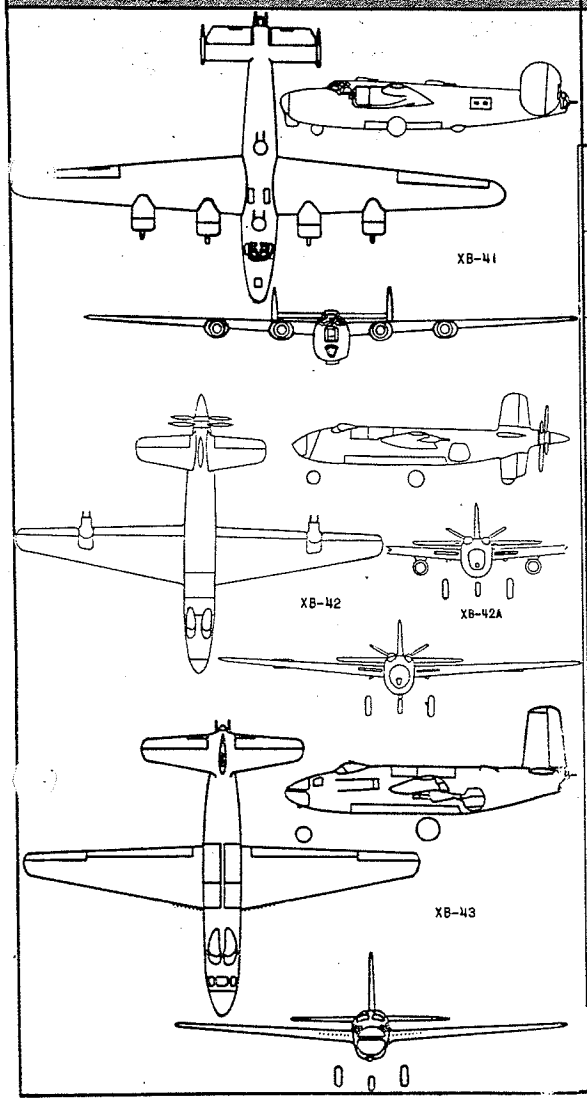


MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
B-32-CF -1,-5,-20,-25,-30 TB-32-CF -5,-10,-15	AC-37856 (TB-32)	1863 75 40	XC-218-7B	Non-pressurized cabin, powered with R-3350-23 engines; B-11 turbos; first production installation of Curtiss reversible props; local fire control with Martin uppers, Sperry retractable ball, Emerson nose and tail turrets stabilized and computing. TB-32: Trainer version. T.O. 01-5E0-1 1st ACCEPTANCE SEPT. 1944	1
XB-33 B-33A-1-MA MARTIN	AC-18645 AC-24555	2 0 402 0	(2) AC-18645 transferred to contract AC-24555	Design started Oct. 1940 for preasurized, twin-engined bomber powered with R-3350 engines. As result of weight increase during design, change was made to (4) R-2600-15 engines with turbos and G.E. remote turrets. B-33A-1 contract cancelled.	2
B-34A-VE -1,-2,-3,-4 B-34B-VE -1 "VENTURA"	DA-152 DA-150	200 200 550 0	DA-222-1	All metal; wing with single box-type spar, rear false-type spar, fowler flaps; semi-monocoque fuselage; conventional landing gear; Martin upper turret; R-2800-31 engines; first bomber to have metal covered movable control surfaces. Similar to A-29. B-34A-1 for British coastal patrol; A-2: Bombardier trainer; A-3: Flexible gunnery trainer; A-4: Tow target version; B-1 Navigation trainer. T.O. 01-55EA-1 1st ACCEPTANCE SEPT. 1941	3
XB-35 YB-35 B-35-MA NORTHROP	AC-21920 AC-33920 AC-24555	2 2 13* 11 200 0	XC-225-1A	First AAF "FLYING WING" bomber; supercharged cabin; R-4360-17 outboard and -21 inboard engines; two type "BM" turbos per engine; counter-rotating props. Elevons act as elevators or ailerons. Outboard of elevons are rudders, resembling conventional ailerons. Landing gear electrically actuated; two spar shear-web wing, flaps electrically actuated; prop shaft housing acts as fins so no additional fin area is carried. First article carried no guns. B-35 contract cancelled. DESIGN INITIATED: 9/41 CONTRACT DATE: 11/41 1st FLIGHT: 15 JUNE 1946	4
XB-36 CONSOLIDATED	AC-22352	2 1	XC-224-1A	All metal; pressurized cabin; R-4360-25 engines; WING: single box-beam spar, shear webs, Fowler flaps electrically actuated, slotted wing tips which open on landing, integral tanks in spar with self-sealing protection; four bomb bays; FUSELAGE: semi-monocoque, magnesium alloy over truss frame in bomb bay section; EMPENNAGE: all metal, magnesium alloy skin in secondary stress areas; ALIGHTING GEAR: Single main wheels, twin wheel nose gear, hydraulically actuated. DESIGN INITIATED: 10/41 CONTRACT DATE: 11/41 EST. FLIGHT: JULY 1946	5
YB-36 & A B-36A-CF	AC-22352 AC-7 AC-7	1 100 13 87	XC-224-2	Same as XB-36 except utilizing twin tandem landing gear instead of single wheels, bubble canopy providing 360° vision, 3 deck fuselage, change in crew location to help crew coordination, reversible pitch props, armament installed, crew increased to 13. EST. FLIGHT DEC. 1946	6
B-37-LO	DA-150	18	DA-422-18	Construction same as B-34. redesignated from O-56 due to amount of bombardment equipment aboard, powered with R-2600-13 engines, full feathering hydromatic props. T.O. 01-75EA-1 1st ACCEPTANCE JAN. 1943	7
XB-38 VEGA	AC-28120	1	R-424	B-17E airplane with Allison V-1710-89 engines, wing tip fuel tanks added, full feathering hydromatic props, crew of 8. Stressed to load factors of B-17F. Transferred from contract AC-15677. DESIGN INITIATED: 3/42 CONTR. DATE: 7/42 1st.FLIGHT: 6/43 DEL. DATE: 10/43	8
XB-39 SPIRIT OF LINCOLN GENERAL MOTORS	AC-27331	1	XC-218-A-6	YB-29 with Allison V-3420-11 engines installed. Curtiss electric, full feathering, reversible props. Taken over from contract AC-19673. FIRST FLIGHT 7 DEC. 1944 DESIGN INITIATED: 3/42 CONTR. DATE: 9/42 CONTRACT DEL: 3/44	9
XB-40 YB-40 VEGA	AC-32718 AC-34456	1 13	-	Early B-17F modified as bomber escort. Increased armament and armor, provisions for bombs on short flights. Bendix chin turret, Sperry upper and ball, tail power mount, twin-waist power mounts. XB-40 transferred from DA-16. YB-40 transferred from B-17F-10-VE block. 1st FLIGHT 17 MAY 1944	10
NOTES: * 2 BECOME YB-49.					11


See C-56
B-37 ONLY
B-34 & B-37
YB-38
XB-38
XB-35
XB-39
XB-36
YB-40

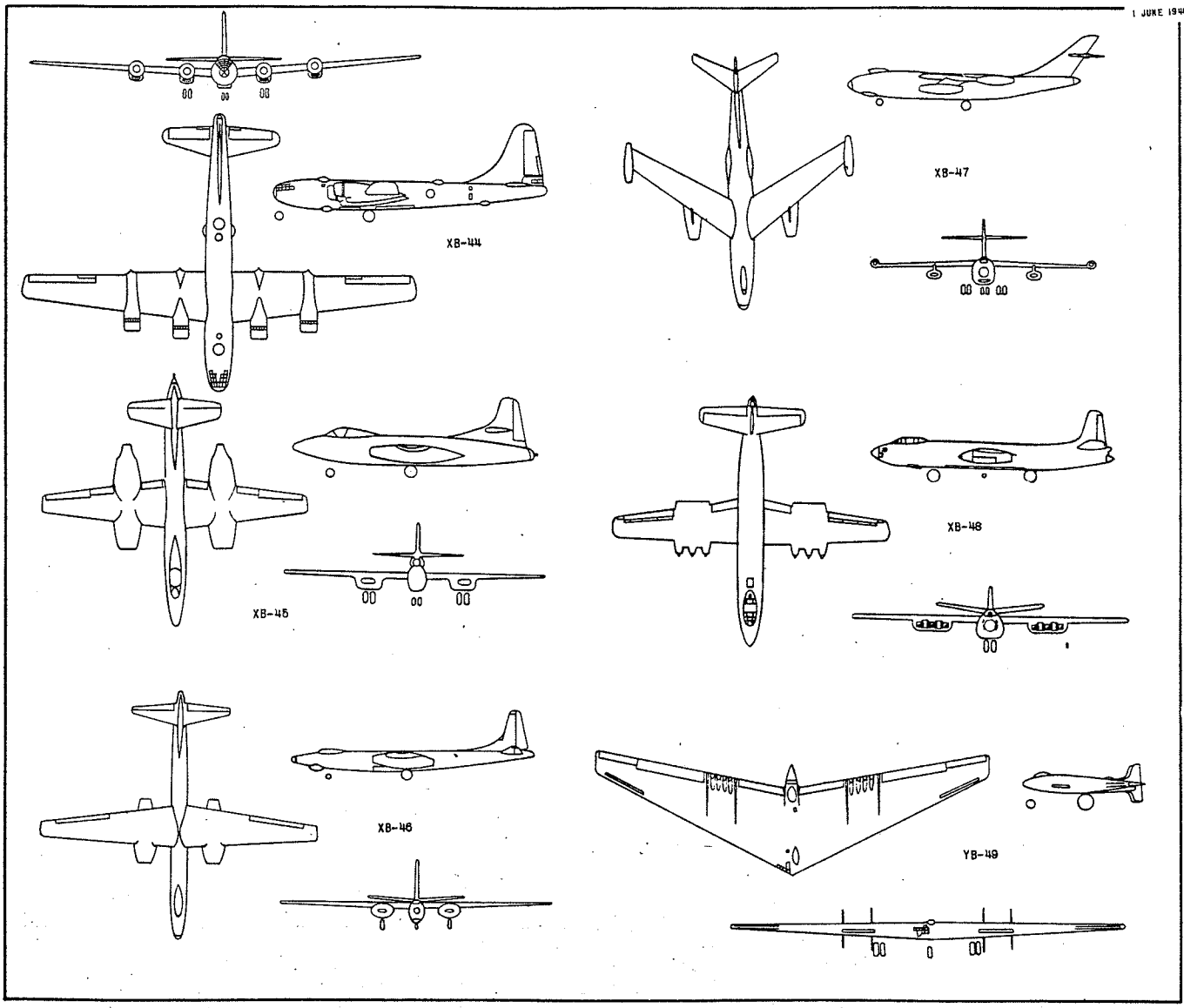
THREE VIEWS



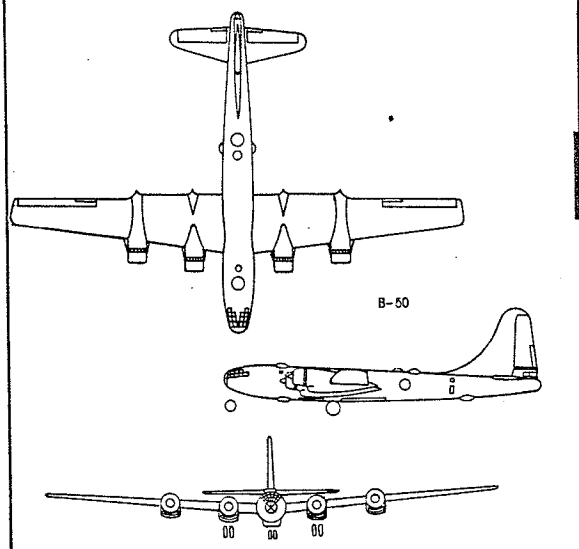
MODEL DESIGNATION

DATE 1 JUNE 1946

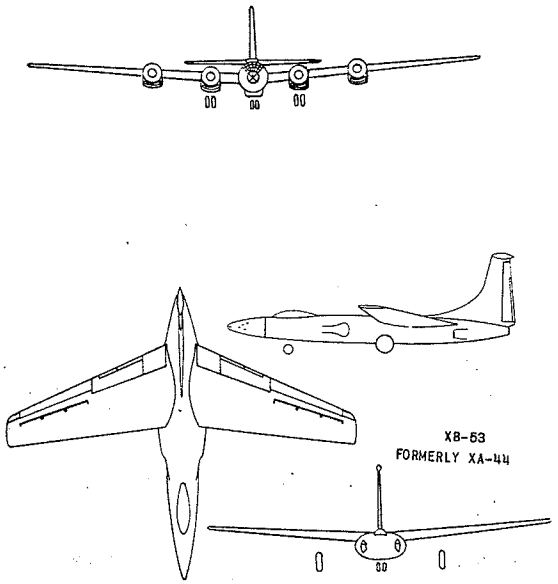
LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	XB-41 CONSOLIDATED	AC-36959	1	-	B-24D converted into bomber escort by addition of armament and armor. Fourteen .50 cal. guns with approx. 11000 rounds of ammunition, nose and tail turret, 2 Martin uppers, Sperry ball, 2 waist guns (power). Transferred from AC-16005.
2	XB-42 "MIX-MASTER" DOUGLAS	AC-40188	2 1	XC-227-1	1st Article had (2) Allison V-1710-129 engines; 6 blade, counter-rotating Curtiss electric, reversible props jettisonable in flight; BIG EYE canopy; wing heat de-icing; G.E. "hidden" wing turrets firing aft. 2nd article with a conventional type canopy was to have been designated XB-42A but crashed and subsequently 1st article was modified to become present XB-42A airpl. PROPOSAL SUBMITTED 8/43 1st FLIGHT: MAY 1944
3	XB-42A "MIX-MASTER" DOUGLAS	AC-40188	1	-	The first XB-42 airplane was converted to XB-42A by adding two Westinghouse 19XB-2A units under the wings in addition to the two V-1710-133 engines; deleting wing turrets and bomb racks; installing new landing gear and additional fuel tanks. DESIGN INITIATED: 5/43 CONTR. DATE: 6/43 FIRST FLIGHT: 3/46
4	XB-43 YB-43 DOUGLAS	AC-40188 AC-11417	2 2 13 0	-	Similar to XB-42, but powered by J-35 axial flow engines. Flush air inlets. Bomb bay has space to carry bombs but racks are not installed in the two experimental models. DESIGN INITIATED: 9/43 CONTR. DATE: 3/44 CONTR. DEL: 3/45 1st FLIGHT 10 MAY 1946
5	XB-44 PRATT-WHITNEY	AC-2544	1	-	B-29 fitted with P & W R-4360-33 engines; gear driven supercharger; Curtiss electric, full feathering, reversible pitch props. Serial No. 42-93845. Airplane was used as "test bed" to obtain preliminary data with R-4360 engines to be used in B-50. No turbos. DESIGN INITIATED: 9/43 CONTR. DATE: 7/44 CONTR. DEL.: 5/45
6	XB-45 NORTH AMERICAN	AC-5126	3	-	All metal, J-35 axial flow engines, heated wing anti-icing, pressure cabin with provisions for heating and cooling. "JATO" required on hot day at heavy weights. EST. FLIGHT: AUG. 1946
7	XB-46 CONSOLIDATED	AC-7674	3	-	All metal, J-35 axial flow engines, Fowler type flaps electrically actuated, landing gear pneumatically operated, pressure cabin, heated wing and tail surface de-icing. First article stripped of tactical military equipment without changing external configuration. Remainder of contract cancelled for lack of funds. EST. FLIGHT: JULY 1946
8	XB-47 BOEING	AC-8429	2	-	All metal, J-35 axial flow engines, Fowler type flaps electrically actuated, landing gear electrically actuated, pressure cabin, combination optical-radar bomb sight, radar gun-laying equipment. Original proposal was straight wing with all engines in fuselage. ESTIMATED FLIGHT DATE: MAR.-MAY 1947
9	XB-48 MARTIN	AC-13492	2	-	All metal, J-35 axial flow engines, bicycle type landing gear hydraulically actuated, pressure cabin, radar and optical bomb sight and gun-laying equipment, flak protection for jet units, self-sealing tanks and lines, remote tail turret. One model to be stripped. ESTIMATED COMPLETION: 7/47 ESTIMATED 1st FLIGHT: 9/47
10	YB-49 NORTHROP	AC-33920	2	-	All metal, XB-35 "FLYING WING" powered with J-35 axial flow engines, pressure cabin. Fins have been added to replace the fin effect of the prop shaft housings on XB-35. ESTIMATED FIRST FLIGHT: JUNE 1946 EST. FLIGHT: 1A JUNE 1946
11	NOTES:				


XB-44
XB-47
XB-45
XB-48
XB-46
YB-49

THREE VIEWS



B-50



XB-53
FORMERLY XA-44

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
B-50-BO (B-29D)	AC-13013	60	-	Modified B-29A with R-4360-35 engines, single CH-7 turbo, engine-driven hydraulic pump for brakes, rudder boost and nose wheel steering; new larger vertical tail, lighter landing gear, increased wing strength, weight increase of 5000 lb., thermal anti-icing of surfaces, quick change power packages and interchangeable nacelles, improved central fire control system. Originally designated B-29D.	1
XB-51 MARTIN	AC-14806	3		Formerly designated XA-45. Other data unavailable.	2
XB-52 BOEING				DATA UNAVAILABLE	3
XB-53 CONSOL-VULTEE	AC-7674	2		All metal, attack bomber powered with (3) G.E. J-35 engines: wing tip drop tanks: all bombs internal: flak protection for crew and engines: leading edge wing sweeps forward 7°21'. Nose section removable for conversion to other type of offensive armament.	4
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THREE VIEWS

MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
GB-1 AERONCA AIRFRAME	-	-	-	Airframe consists of two-spar booms, horizontal stabilizer, no elevator, two vertical stabilizers and rudders and 12 ft. span wooden wing covered with plywood. (1) 2000 lb. M-34 BOMB is carried. Control unit consists of directional gyro including trim corrector. Electrical current furnished prior to launching by parent aircraft, by 12 volt wet-cell battery after launching. Total weight 2338 lb. PROJECT INITIATED 3/1/41 TERMINATED 1/30/45	1
GB-2 BELLANCA AIRFRAME	-	-	-	Preset glide bomb in competition with GB-1. Airframe: mid-wing, twin-boom, double-tailed, carrying (1)-AN-M66, 2000 lb. general purpose bomb. INITIATED 3/1/41 TERMINATED EARLY 1942	2
GB-3 TIHM AIRFRAME	-	-	-	Preset glide bomb in competition with GB-1, and GB-2. Airframe: low-wing, twin-boom, double-tailed, carrying (1) AN-M66, 2000 lb. general purpose bomb. INITIATED 3/1/41 TERMINATED EARLY 1942	3
GB-4 AAF AIRFRAME	-	-	-	Radio controlled television glide bomb controlled by operator in parent aircraft watching television picture as viewed by television camera under bomb. Airframe: AAF streamlined design with two axis control (no ailerons), carries (1) AN-M66 lb. G.P. bomb. INITIATED 7/28/42	4
GB-5,C, & D AERONCA AIRFRAME	-	-	-	GB-5 formerly GB-5A: A light contrast seeking glide-bomb consisting of basic GB-1 glide-bomb with B-2 target seeker: Weight 2495 lb. designed specifically for marine targets. INITIATED 3/1/41 GB-5C redesignated GB-12. GB-5D redesignated GB-13.	5
GB-6 AERONCA AIRFRAME	-	-	-	Heat-seeking glide bomb for use against marine targets, steel mills, blast-furnaces, power plants, etc. Basic GB-1 glide-bomb modified for 3 axis control and fitted with A-1 target seeker (OFFNER heat seeker). Weight 2488lb.	6
GB-7,B, & C AERONCA AIRFRAME	-	-	-	Radar homing glide bomb, basic GB-1 with RHB target seeker. Homes on radar signals reflected from target illuminated by radar transmitter parent airplane. Two axis control (elevator and rudder). Weight 2316 lb. INITIATED 3/1/41 GB-7B redesignated GB-14. GB-7C Homes on enemy radar antenna. Tuned to frequency of station to be bombed.	7
GB-8 AERONCA AIRFRAME	-	-	-	Basic GB-1 with radio equipment to permit radio-control, guide flares installed to aid operator in parent aircraft to follow descent of GB-8. Two axis control-elevator and one rudder on left vertical stabilizer. INITIATED 3/1/41	8
GB-9 AAF AIRFRAME	-	-	-	Ground-skimming glide bomb. GB-4 carrying AN-M66, 2000 lb. G.P. bomb. Designed to dive steeply to build up velocity then pull out and fly nearly level for 2 to 5 miles at preset altitude. Pull-out and level flight controlled in elevation by radio altimeter. Azimuth control by radio from parent airplane. For use against Submarine Pens, etc. INITIATED 1/20/44 TERMINATED 11/3/44	9
GB-10 AERONCA AIRFRAME	-	-	-	Glide bomb to use "MIMO" television camera & transmitter. It was thought smaller dimensions would permit use of GB-1 airframe with standard nose section thus eliminating special airframe used on GB-4. CLOSED OUT 1/30/45	10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
GB-11 AERONCA AIRFRAME	-	-	-	Chemical dispensing glide missile. GB-1 airframe and M33-A airplane smoke tank with M-2 discharge tube. Dives to gain momentum then fly level at 200 to 300 ft. altitude for approximately 2 miles, releasing chemical agent. Altitude control by simple aneroid, preset direction by gyro stabilization.	1
GB-12 AERONCA AIRFRAME	-	-	-	Formerly GB-5C. GB-1 with 3 axis control and B-1 target seeker (Hammond-Crosley). Light contrast seeking glide bomb of 2503 lb. weight for use against marine targets. INITIATED 3/1/41	2
GB-13 AERONCA AIRFRAME	-	-	-	Formerly GB-5D. A flare-seeking glide bomb of basic GB-1 type with B-3 target seeker. Homes on brilliant light sources at night. Weighs 2438 lb. and has 3 axis control. INITIATED 3/1/41	3
GB-14 AERONCA AIRFRAME	-	-	-	Formerly GB-7B. Radar homing glide bomb of GB-1 type with SRB seeker. Transmitts radar signal and homes on reflection from target.	4
GB-15	-	-	-	Data unavailable.	5
					6
GT-1 AERONCA AIRFRAME	-	-	-	Glide torpedo consisting of GB-1 airframe modified to carry M-13-2A aircraft torpedo. Has paravane which trails 20 ft. below torpedo in decent; upon striking water paravane trips detonator switch which blows airframe clear of torpedo. Torpedo is preset to circle or zig-zag designed for use against harbors. INITIATED 8/25/43	7
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THREE VIEWS

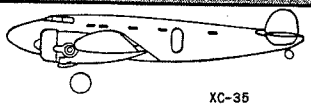
MODEL DESIGNATION

DATE 1 JUNE 1946

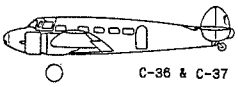
AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
JB-1 NORTHROP	-	-	-	Flying wing type aircraft with 2 turbo jet engines. 1 pilot carrying glider test model and two turbo jet propelled flight test models were produced. No.2 turbo jet model converted to JB-10. INITIATED 7/1/44	1
JB-2 AAF PROJECT	-	-	-	All-steel monoplane similar to the German V-1 "Buzz Bomb" equipped with a PJ-31-1 intermittent jet engine. Suitable for area bombing of cities or other large areas. INITIATED 7/44	2
JB-3 HUGHES	-	-	-	Aerodynamic configuration of 3 wings placed 120° apart around a streamline elliptical shaped body of revolution. Air launched anti-aircraft guided missile designed for use against enemy bombers, and pilotless aircraft. INITIATED 1/45	3
JB-4 AAF PROJECT	-	-	-	Medium range ground to ground remotely controlled pilotless aircraft composed of modified GB-4 airframe powered by a PJ-31-1 intermittent jet engine. INITIATED 9/21/44 CANCELLED 2/45	4
JB-5				Cancelled - none procured.	5
JB-6				Cancelled - none procured.	6
JB-7	-	-	-	Designation originally assigned to a long range high speed aircraft design study. No specific airplane was chosen so JB-7 designation was cancelled.	7
JB-8	-	-	-	Proposed ground to air pilotless aircraft. Designation cancelled.	8
JB-9	-	-	-	Designation cancelled. Was to have been short range ground to ground pilotless aircraft.	9
JB-10 NORTHROP	-	-	-	Flying wing pilotless aircraft, (1) PJ-31-1 engine submerged in a cooling shroud in wing center section. Two warheads located in leading edge on each side of engine. INITIATED 2/19/45	10

NOTES:

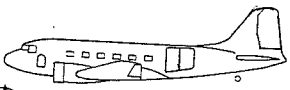
THREE VIEWS



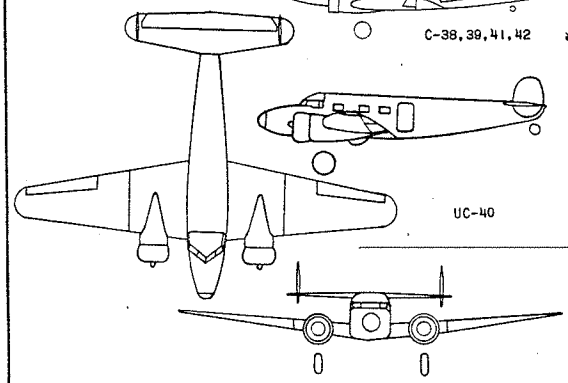
XC-35



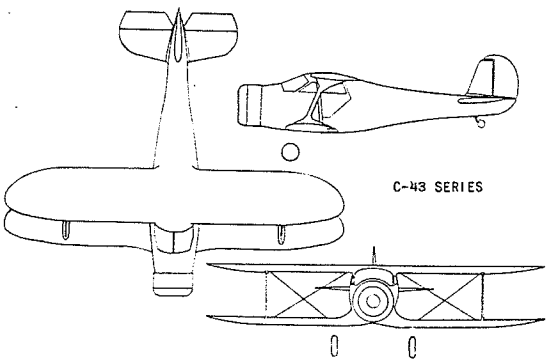
C-36 & C-37



C-38,39,41,42



UC-40



C-43 SERIES

MODEL DESIGNATION

PAGE 25

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XC-35 "ELECTRA" LOCKHEED	AC-8805	1	X-303-1	An all-metal, low wing, sub-stratosphere airplane powered with XR-1340-43 engines. Development: Lockheed model (Electra 10E). Maintained 12000 ft. internal pressure. Procured for experimentation of high altitude supercharged cabins. Won Collier Trophy. ACCEPTED: JULY 1937	1
YIC-36 UC-36,A,B,C "ELECTRA" LOCKHEED	AC-9063 AC-30829 DEF. AID TREAS. PROC.	3 16 10	Y-303-1 - 590	An all metal, low wing, 10 place transport similar to ELECTRA with change to R-985-13 engines. YIC-36 redesignated UC-36. UC-36 is model (10-A): UC-36A same as UC-36 except minor changes: UC-36B is model (10E) with R-1340 engines and UC-36C is model (10B) purchased with no changes. UC-36,A,B,C are 12 place in lieu of 10. T.O. 01-75A-1 & 01-75CA-1 1st ACCEPTANCE: DEC. 1936	2
UC-37 (YIC-37) "ELECTRA" LOCKHEED	AC-9619	1	Y-303-2	Lockheed model (Electra 10-A) with special cabin furnishings as required by Militia Bureau. All metal, 10 place, powered with R-985-13 engines. Externally same as UC-35. YIC-37 redesignated UC-37. T.O. 01-75CA-1 ACCEPTANCE: JULY 1937	3
C-38 DOUGLAS	AC-10834	1	1771-1	All metal, low wing transport powered with R-1820-45 engines and constant speed props. Converted from C-33 (DC-2) with (DC-3) empennage. Other minor changes. Complete radio and night flying equipment installed. T.O. 01-40NK-1	4
C-39-DO	AC-11137	37 35	98-306-1	Improved C-33, nicknamed DC-2½. Basic DC-2 fuselage, wings, DC-3 center section and tail. Cargo compartment as C-33, R-1820-55 engines. Accommodations for 9 litters or 12 passengers. T.O. 01-40NB-1 1st ACCEPTANCE: JAN. 1939	5
UC-40,A,B,C,D LOCKHEED	AC-11206 AC-30829 DEF. AID TREAS. PROC.	14 3 7	98-311-1 98-311-2 676	All metal, low wing transport powered with R-985-17 engine. Retractable gear, de-icing equipment. UC-40: 8 place, special rack for 8 attachable type parachutes. UC-40A: like UC-40 with 5 places. UC-40B: like UC-40 with 6 places, tricycle gear, automatic pilot, (None in service) UC-40C: designation cancelled. UC-40D: like UC-40 with 9 places. Model (12-A). 1st. ACCEPTANCE: OCT. 1938	6
C-41 & A DOUGLAS	AC-11137	2	98-308-2	All metal, low wing transport similar to C-39. Powered with R-1830-21 engines, Ham. Std. hydromatic props, provisions for 14 passengers, cargo loading door on left side. C-41A: essentially a (DC-3) with swivel chair interior. 1st ACCEPTANCE: MAR. 1939	7
C-42 DOUGLAS	AC-11137*	1	98-308-3	Similar to C-39 except for R-1820-53 engines and deluxe special interior. Accommodates 14 passengers. T.O. 01-40AB-1 ACCEPTANCE: MAR. 1939	8
YC-43 (UC-43) UC-43A thru K (BH) "TRAVELLER"	AC-12336 DA-1042 AC-31386 DA-416	3 27 180 118	C-309-1/1942, 648,689, 641,638, 713.	Light personnel transport with negative staggered biplane of wood-metal-fabric construction. YC-43: 5 places; R-985-17 engines. UC-43: like YC-43 with R-985-AN-1 or -3 engine. UC-43A: D-17R with R-975 engines; 5 places. UC-43B: D-17S with R-985; 5 places. UC-43C: F-17D with R-915; 5 places. UC-43D: E-17B with L-4 engine; 4 places. UC-43E: C-17R with R-975 engine; 5 places. UC-43F: D-17A with R-760E2 engine; 5 places. UC-43G: C-17L with L-4 engine; 5 places. UC-43H: B-17R with R-975; 5 places. UC-43J: C-17L with L-4; 5 places. UC-43K: D-17W with "Whirlwind" engine. T.O. 01-90CC-1 1st ACCEPTANCE: JUNE 39	9
XC-44 "NORD" MESSERSCHMITT	FUNDS ALLOCATED TO ATTACHE	1	ME-108 SPEC.	Low wing standard ME-108 model of 4 places, used for staff transportation. One AS-10/23 engine. Funds allocated to U.S. Military Attache in Berlin for plane. Confiscated by German government Dec. 1941. T.O. 01-50B-1	10
NOTES:					11